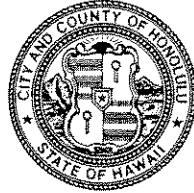


DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
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JEREMY HARRIS
MAYOR



RECEIVED

RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K. C. CHEE
DEPUTY DIRECTOR

'02 MAR 11 A10:31

February 25, 2002

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

2001/ED-12(ASK)

Honorable Genevieve Salmonson, Director
Office of Environmental Quality Control
235 South Beretania Street, Room 702
Honolulu, Hawaii 96813-2437

Dear Ms. Salmonson:

Final Environmental Impact Statement (FEIS) – Chapter 343, HRS
Outrigger Resort Redevelopment, Beach Walk
Waikiki, Oahu

This is to request publication of the subject FEIS in the next available edition of The Environmental Notice. Attached please find the following items:

- Five copies of the FEIS
- The completed OEQC Publication Form
- An acceptance report
- Distribution List
- Distribution Cover Letter to participants

Notwithstanding the unresolved issues described in our acceptance report, we have determined that the Final EIS is acceptable under the requirements of Chapter 343, Hawaii Revised Statutes.

If you have any questions, please call Ardis Shaw-Kim of our staff at 527-5349.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Randall K. Fujiki".

RANDALL K. FUJIKI, AIA
Director of Planning and
Permitting

RKF: cs
Attachments
Doc 141328

ACCEPTANCE REPORT

OUTRIGGER RESORT REDEVELOPMENT
FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)
TAX MAP KEYS Tax Map Keys: 2-6-002: 15 and 16
2-6-003: 1-12, 32, 34, 35, 39, 52, 56, (por.) 57 2-6-
004: 10

I. DESCRIPTION OF SITE

The 7.7-acre project site is located in Waikiki, within the Primary Urban Center, on the island of Oahu. It consists of 22 parcels, and is generally situated between Kalakaua Avenue and the Pacific Ocean. The site is bounded by Saratoga Road to the northwest and Lewers Street and other resort/retail establishments to the southeast.

The site is developed with a variety of resort and commercial buildings ranging in height from 2 to 22 stories.

The site is entirely within the Waikiki Special Design District. Only that portion of the site makai of Kalia Road is within the Special Management Area (SMA).

The applicant is seeking a Planned Development-Resort approval for the entire project and a Special Management Area Use Permit (SMP) for the portion of the project within the SMA.

II. PROPOSED DEVELOPMENT

The applicant, Outrigger Enterprises, Inc, proposes to redevelop a 7.7-acre area at the northwest end of Waikiki. This two-phase project will renovate four existing hotels, demolish six hotels and redevelop the latter to include a new entertainment/retail/meeting complex, a new hotel, and reconfigured and renovated areas that will be open to the public.

Phase I of the project involves the redevelopment and renovation of the Ohana Waikiki Village, Ohana Waikiki Tower, and Ohana Reef Towers and replacement of the Edgewater Lanais, Coral Seas and Edgewater hotels with a new multi-level entertainment/retail space.

Phase II will focus on redevelopment of the properties between Saratoga Road and Beach Walk. A new 27-story, 350 foot-high hotel tower with approximately 890 rooms will be constructed at the current location of the Royal Islander, Reef Lanais and Malihini (These hotels will be demolished.)

On-site parking will be provided below grade in the existing and new facilities. Retained facilities will undergo renovation and reconfiguration. Under this plan an underground parking area will stretch between Beach Walk and Lewers Street from Kalakawa Avenue to Kalia Road. Off-site parking will be provided within the existing Fort DeRussey surface parking lot at Saratoga Road and Kalia Road.

Five properties within the project site are owned entirely or in part by individuals other than the applicant. Outrigger Enterprises, Inc. proposes to acquire the fee interest in these properties through a condemnation action to be undertaken by the City. Helumoa Road will be acquired from the City.

Construction of Phase I is scheduled to begin in 2003 and expected to last 15 to 18 months. Phase II construction is planned to commence in 2006.

III. PROCEDURE

- A. An EIS Preparation Notice for the proposed project was published in the July 8, 2001 edition of The Environmental Notice. The EIS Preparation Notice was distributed to Federal, State, and County agencies, private organizations and individuals. These are listed in Volume I, Section 9 of the Final EIS.
- B. The 30-day consultation period ended on August 7, 2001. A total of 20 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 November 8, 2001 edition of The Environmental Notice. The 45-day public review period ended on December 24, 2001, and 23 consultation letters were received. The applicant responded to all substantive comments, 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 January 25, 2002. Notice of the availability of that document will be published in The Environmental Notice in April 2002.

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 Volume I, Section 9, of the Final EIS.

VI. UNRESOLVED ISSUES and ADDITIONAL STUDIES

The following identifies unresolved issues, (in addition to those listed in Section 1-1.6, Volume I of the Final Environmental Impact Statement) and information that will be addressed in the future:

A. Traffic

Prior to acceptance of the Planned Development - Resort application for the project, a traffic management and circulation plan with additional traffic analysis will be required, to include:

1. The Traffic Impact Analysis Report (TIAR) should be expanded to include weekend peak hours.
2. The TIAR should provide more detailed information on the traffic impacts associated with right turn movements from Kalakaua Avenue to Lewers Street.
3. Greater detail about the design, location and function of the porte cocheres should be provided.

The additional traffic analysis to be required prior to PD-R acceptance may indicate that future improvements will be necessary. The project's traffic consultant should consult with DPP's Traffic Review Branch to ensure that the traffic management plan addresses the project traffic impacts and needed mitigation measures.

B. Archaeology

Because of the fully developed condition of the property, the applicant proposes to monitor demolition work and conduct test excavations once development is underway.

The Department of Land and Natural Resources, Historic Sites Division (SHPD) has requested that the applicant do the following prior to subsurface disturbances:

1. Prepare an archaeological inventory survey and, if required, a mitigation plan, using subsurface testing;
2. Submit the above documents to the SHPD for review and approval; and
3. Initiate implementation of the mitigation plan.

The SHPD also requested that an acceptable report, documenting the results of archaeological mitigation be prepared and submitted to the SHPD for review and approval.

Accordingly, the applicant shall be required to prepare additional studies addressing archeological resources and possibly mitigation measures.

C. Wastewater

The applicant is proposing to prepare a sewer master plan as the proposed project progresses (January 18, 2002 letter from Christine Ruotola, of Group 70 to Timothy E. Steinberger, Director of the Department of Environmental Services.). This study will identify the adequacy of the sewer conveyance system and needed upgrades.

D. Zoning District Standards


As provided in the Planned Development-Resort provisions of the Land Use Ordinance (LUO), the applicant is seeking exceptions to the following LUO General Development Standards for the underlying zoning district:

- Building Density/Floor Area
- Ground Level Open Space
- Front Yard Setbacks
- Height limits
- Transitional Height Setbacks, and
- Parking and Loading.

Further discussion regarding appropriate modifications of development standards and commensurate public benefits will occur during the Planned Development-Resort process.

VII. DETERMINATION

The additional studies and analysis described in Section VI of this report can be provided during the evaluation of the discretionary land use permit applications for the proposed development. Therefore, notwithstanding the above concerns and issues, the DPP of the City and County of Honolulu has determined this Final EIS to be ACCEPTABLE under the requirements of Chapter 343, Hawaii Revised Statutes.

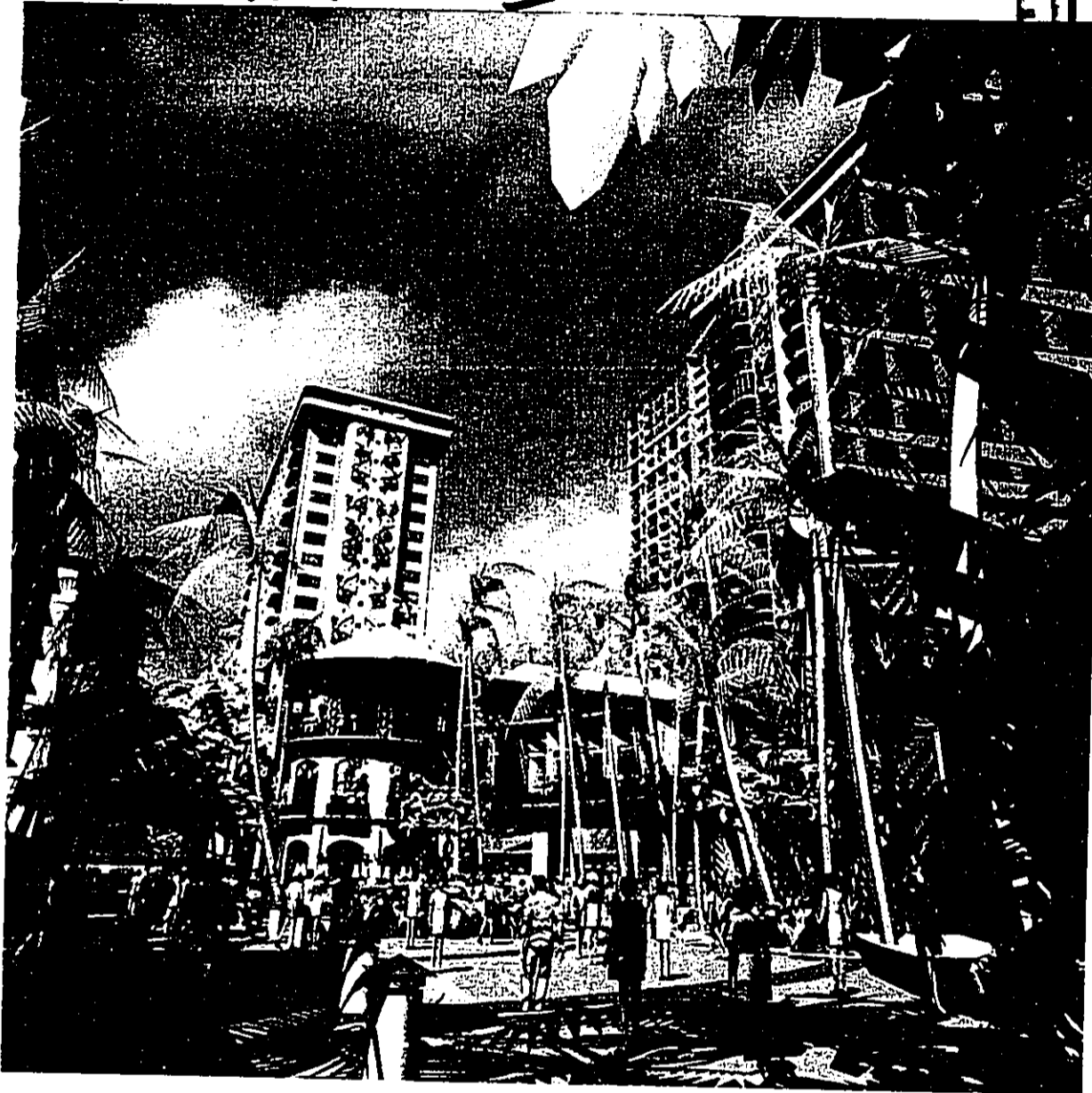
Approved 
RANDALL K. FUJIKI, AIA
Director of Planning
and Permitting

RKF:cs
DN 141566

- 2002 - Oahu - FEIS - Waikiki
Beach Walk I

MAR 8 2002

FILE COPY



Waikiki Beach Walk

Waikiki, O'ahu, Hawai'i

Final Environmental Impact Statement

VOLUME I



January 2002

Waikīkī Beach Walk

Waikīkī, Island of O'ahu, Hawai'i

TMK 2-6-002: 015,016
2-6-003: 001 (HPR No. 2), 002, 003, 004, 006, 007, 008, 009, |
010, 011, 012, 021, 032, 034, 035, 039, 052, 056
(por.), 057
2-6-004: 010

Final Environmental Impact Statement

Applicant:



Outrigger Enterprises, Inc.
2375 Kūhiō Avenue
Honolulu, Hawai'i 96815

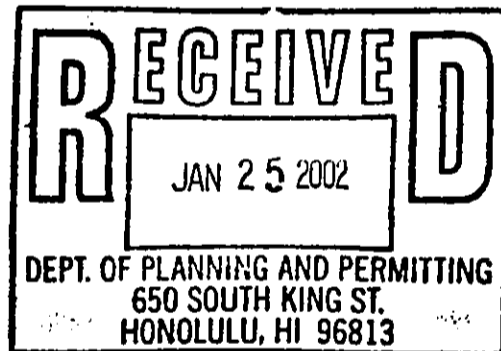
Accepting Authority:

City and County of Honolulu
Department of Planning and Permitting
650 South King Street
Honolulu, Hawai'i 96813

Prepared By:



Group 70 International, Inc.
Architecture • Planning • Interior Design • Environmental Services
Honolulu, Hawai'i



This environmental document is prepared pursuant to Chapter 200 of Title 11, Administrative Rules, Department of Health, "Environmental Impact Statement Rules."


Ralph E. Portmore, AICP

1/22/02
Date

January 2002



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To facilitate the readers' ability to distinguish the revisions made from the Draft EIS to the Final EIS, substantive changes and additions are underlined. Text that has been deleted is indicated by a ~~strikethrough~~. New, revised and deleted figures and tables are noted.

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VOLUME II. TECHNICAL APPENDICES (UNDER SEPARATE COVER)

- A. A Traditional and Cultural Practices Assessment for a Proposed Outrigger Hotels Hawai'i Property Redevelopment in Waikiki, Kona District, Island of O'ahu. (Cultural Surveys Hawai'i, September 2001).
- B. Archaeological Assessment Study: Waikiki Beach Walk Project, Redevelopment of Outrigger Enterprises, Inc. Properties in the Lewers-Kalia Area. (PHRI, Inc., September 2001).
- C. Pedestrian Wind Assessment for the Proposed Waikiki Beach Walk, Honolulu, Hawai'i (RWDI, October 2001).
- D. Impact on Surface and Groundwater Resources of the Proposed Waikiki Beach Walk Redevelopment. (Tom Nance Water Resource Engineering, September 2001).
- E. Waikiki Beach Walk Existing Landscape Inventory. (Walters, Kimura, Motoda, Inc., August 2001).
- F. An Assessment of Potential Effects to Water Quality and Marine Communities from Proposed Redevelopments of Outrigger Properties in the Lewers-Kalia Area, Waikiki, O'ahu, Hawai'i. (Marine Research Consultants, September 2001).
- G. Acoustic Study for the Waikiki Beach Walk Development (Y Ebisu & Associates, October 2001).
- H. Air Quality Impact Report (AQIR), Waikiki Beach Walk, Honolulu, HI (J W Morrow, October 2001).
- I. Environmental Review- Outrigger Waikiki Beach Walk Project. (J.R. Herold & Associates, August 2001).
- J. Infrastructure Assessment- Waikiki Beach Walk Outrigger Redevelopment. (Wilson Okamoto & Associates, August 2001).
- K. Traffic Study for the Waikiki Beach Walk EIS. (Kaku Associates, October 2001).
- L. Parking and Loading Management Plan- Outrigger Waikiki Beach Walk Planned Development. (TDA, Inc., September 2001).
- M. Waikiki Beach Walk Social Impact Assessment.(Earthplan, September 2001).
- N. Market and Economic/Fiscal Impact Assessment- Waikiki Beach Walk. (Hospitality Advisors, October 2001).



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Section 1.0
SUMMARY



1.0 SUMMARY

Section 1.0 provides an overview of the contents and purpose of this Environmental Impact Statement (EIS) along with a description of the public consultation process. In this section, the proposed project and its potential impacts, the appropriate mitigative measures, as well as alternatives to the selected proposed action are discussed.

1.1 PROJECT INFORMATION SUMMARY

Applicant: Outrigger Enterprises, Inc.
2375 Kūhiō Avenue
Honolulu, Hawai'i 96815
Contact: Eric Masutomi, Director of Planning
(808) 921-6657

Accepting Authority: City and County of Honolulu,
Department of Planning and Permitting

Name of Action: Waikiki Beach Walk

Planning/Environmental Consultant: Group 70 International, Inc.
925 Bethel Street, 5th Floor
Honolulu, Hawai'i 96813
Contact: Christine Ruotola, AICP
(808) 523-5866

Tax Map Keys (Figure FEIS 1-a):

2-6-002:	015, 016	
2-6-003:	001 (HPR No. 2), 002, 003, 004, 006, 007, 008, 009, 010, 011, 012, 021, 032, 034, 035, 039, 052, 056 (por.), 057	
2-6-004:	010	

Land Area: 7.97 Acres |

Location: Makai of Kalākaua Avenue and along Saratoga
Road, Beach Walk, Lewers Street, and Kālia
Road. (Figures 1-1, 1-2)
Off-Site Parking – Fort DeRussy

Landowner: Outrigger Enterprises, Inc., various others
(List Below)





WAIKĪKĪ BEACH WALK
Final Environmental Impact Statement



TMK

Fee Owner

~~2-6-003-001 H.P.R. No. 1 Catherine Evans-Lloyd Moore, Trustee~~

2-6-003-001 H.P.R. No. 2 IRL, LLC, a Hawai'i limited liability company *

2-6-003-002 OUTRIGGER HOTELS HAWAII, a Hawai'i limited partnership

2-6-003-003 MELINDA C. CRAWFORD and PACIFIC CENTURY TRUST, Trustees under that certain unrecorded trust agreement known as The Melinda C. Crawford Revocable Living Trust dated June 16, 1978, as amended

2-6-003-004 OUTRIGGER HOTELS HAWAII, a Hawai'i limited partnership

2-6-003-006 OUTRIGGER HOTELS HAWAII, a Hawai'i limited partnership

2-6-003-008 CLARICE MARGARET GARRISON, Trustee of the Clarice M. Garrison Revocable Trust date April 1, 1998.

2-6-003-009 OUTRIGGER HOTELS HAWAII, a Hawai'i limited partnership

2-6-003-010 OUTRIGGER HOTELS HAWAII, a Hawai'i limited partnership

2-6-003-011 OUTRIGGER HOTELS HAWAII, a Hawai'i limited partnership

2-6-003-012 OUTRIGGER HOTELS HAWAII, a Hawai'i limited partnership

2-6-003-052 OUTRIGGER HOTELS HAWAII, a Hawai'i limited partnership

2-6-003-007 JACQUELLINE L. JOHNSON
DEBORAH SLOANE UNDERHILL
JACQUELLINE L. JOHNSON and BRONWEN L. WELCH,
Trustees for the Britton L. Tabor Irrevocable Trust II under that
certain unrecorded Trust Agreement dated December 26, 1985
JACQUELLINE L. JOHNSON and BRONWEN L. WELCH,
Trustees for the Garrett R. Welch Irrevocable Trust II under that
certain unrecorded Trust Agreement dated December 26, 1985
JACQUELLINE L. JOHNSON and BRONWEN L. WELCH,
Trustees for the Jessica J. Welch Irrevocable Trust II under that
certain unrecorded Trust Agreement dated December 26, 1985
JACQUELLINE L. JOHNSON and BRONWEN L. WELCH,
Trustees for the Joshua H. Tabor Irrevocable Trust II under that
certain unrecorded Trust Agreement dated December 26, 1985
BRONWEN L. WELCH, Trustee of the Bronwen L. Welch
Revocable Living Trust under that certain unrecorded Trust
Agreement dated October 26, 1992

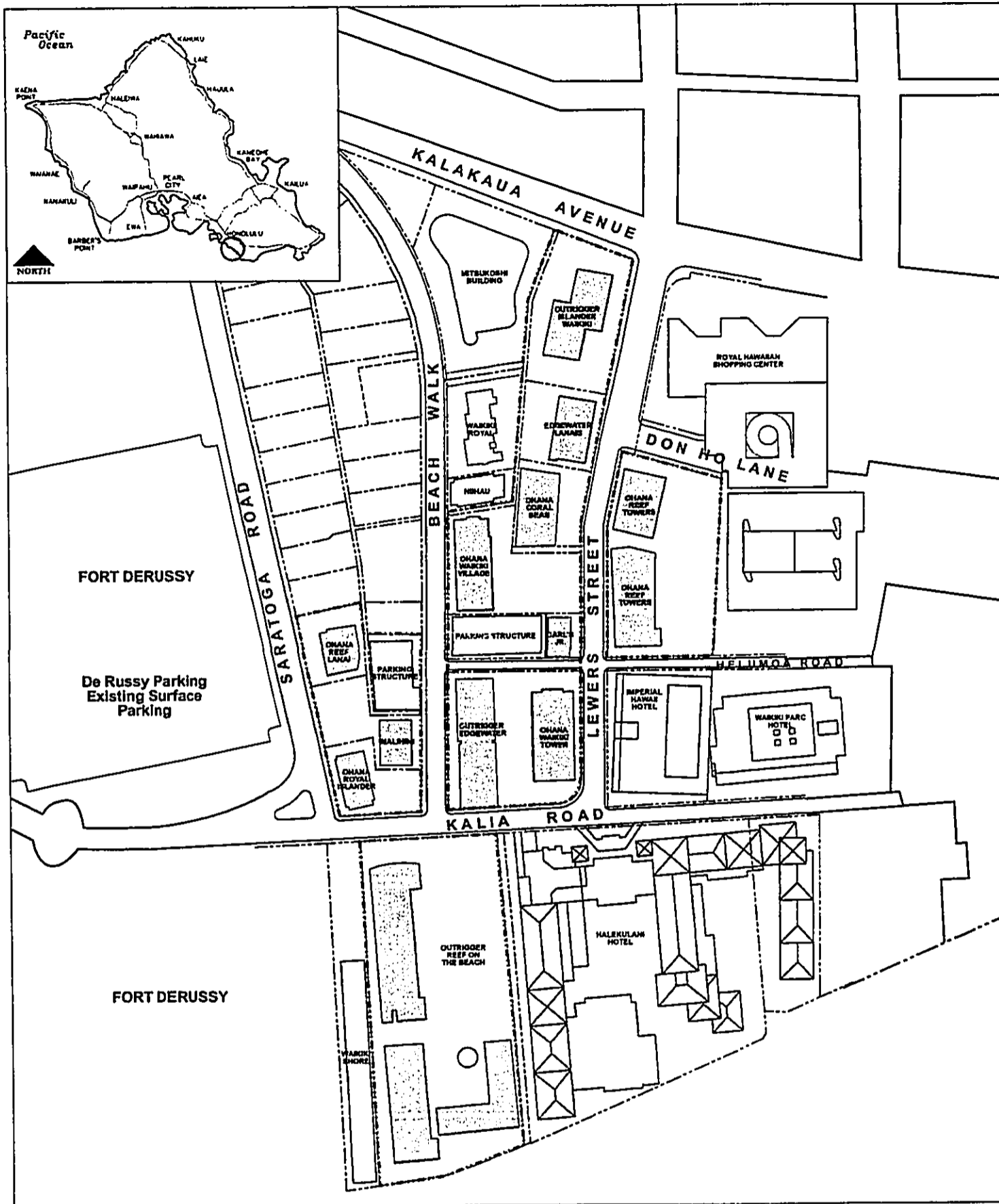




2-6-003-057	OUTRIGGER HOTELS HAWAII, a Hawai'i limited partnership
Helumoa Road	City & County of Honolulu
2-6-003-021	OWT, LLC, a Hawai'i limited liability company * RRK HOTEL ASSOCIATES, LLC, a Colorado limited liability company * RRK LAND COMPANY, LLC, a Colorado limited liability company *
2-6-002-015	CENTRAL PACIFIC BANK, a Hawai'i corporation, as ancillary trustee of the Trust Agreement executed on August 10, 1970 by Joseph Barstow Andrade OUTRIGGER HOTELS HAWAII, a Hawai'i limited partnership
2-6-002-016	OUTRIGGER-LAX LIMITED PARTNERSHIP, a Nevada limited partnership *
2-6-003-032	IRL, LLC, a Hawai'i limited liability company *
2-6-003-039	JABRON MANGO COMPANY, a Hawai'i limited partnership
2-6-003-034	SUTTON FAMILY PARTNERS, a Hawai'i limited partnership **
2-6-003-035	IRL, LLC, a Hawai'i limited liability company *
2-6-003-056 (portion)	OUTRIGGER HOTELS HAWAII, a Hawai'i limited partnership
2-6-04-10	ORF, LLC, a Hawai'i limited liability company *

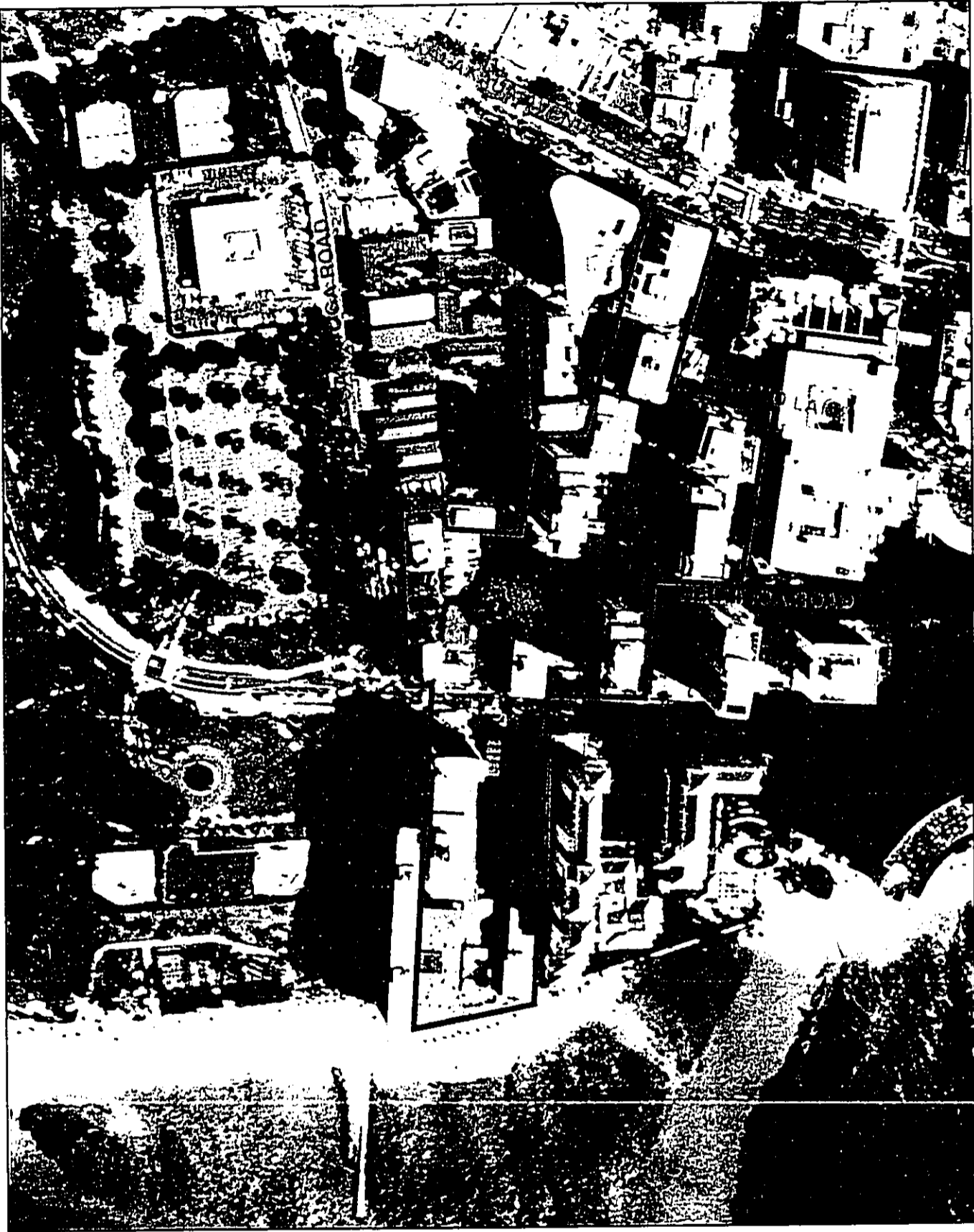
Notes: * Outrigger Affiliate
** Outrigger Option to Purchase





Location Map

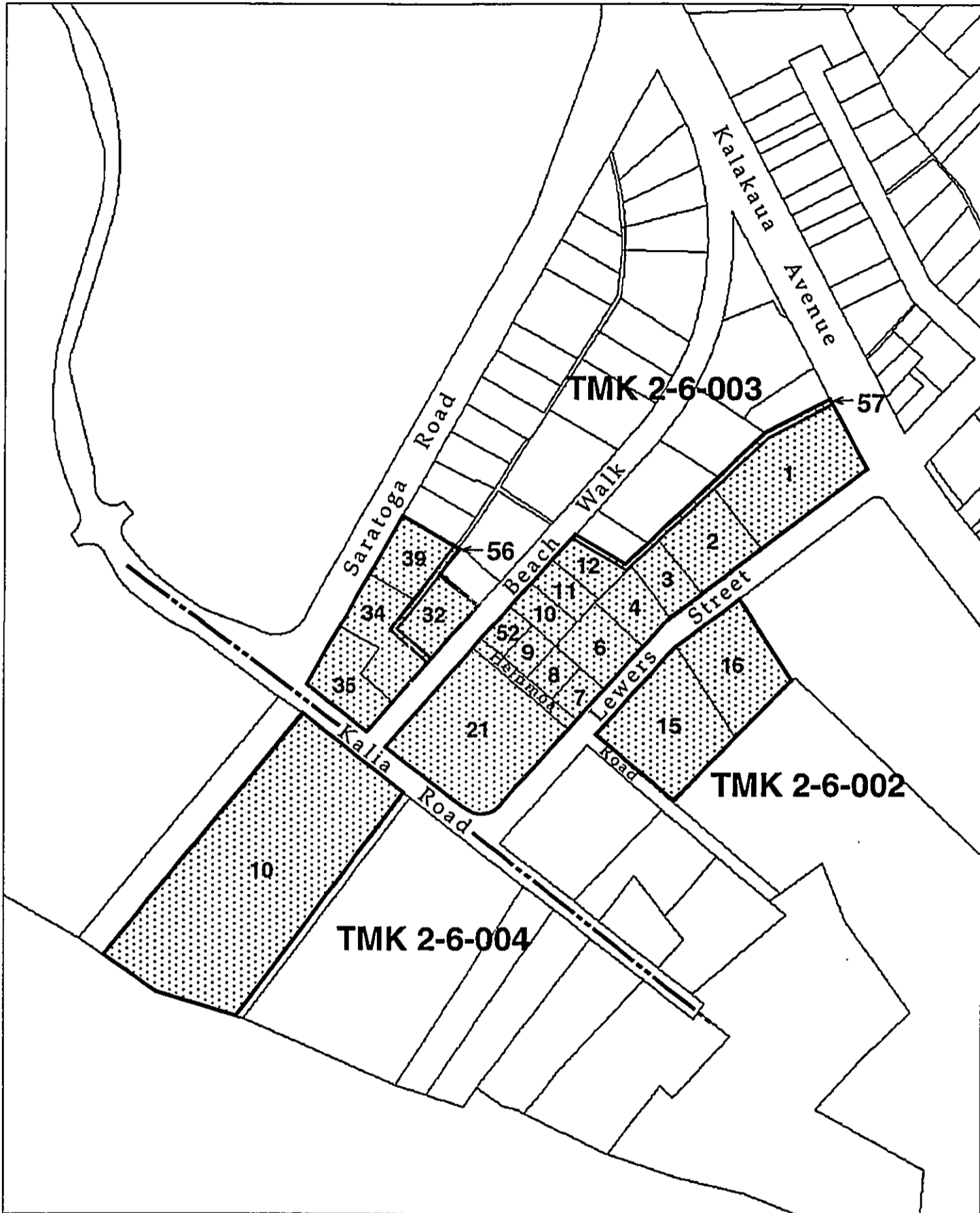
Waikiki Beach Walk



Aerial Photo of Project Area

Waikiki Beach Walk

Figure 1-2



Tax Map Keys

Waikiki Beach Walk

Figure FEIS 1-A



City and County of Honolulu:

Zoning:	Waikiki Special District - Resort Mixed Use Precinct
Development Area:	Primary Urban Center
Development Plan Land Use Map:	Resort Mixed Use
Special Management Area:	Portion of site is located within the SMA

1.2 PROPOSED ACTION

Outrigger's concentration of properties in this area represents a vital and unique opportunity for renewal of the precinct. While piecemeal renovation and conversion of individual holdings may be adequate to address the limitations of Outrigger's hotel inventory in the Lewers area, it is only through the coordinated, master-planned redevelopment of these properties in their entirety that significant improvement in the quality and character of the overall district can be realized. It is on this premise that the Waikiki Beach Walk project has been conceived. The proposed redevelopment is aimed at renewing the entire Lewers area- the Outrigger's Lewers area properties and, in the process, Waikiki the entire Lewers-Kālia area and Waikiki in general.

Waikiki Beach Walk will be a mixed-use entertainment, retail and hotel project that will define Lewers Street as a gathering place for visitors and locals alike in Waikiki. It will be a distinctly Hawaiian destination that, in tandem with other new public and private investments being made in the district, will help to strengthen Waikiki's competitive position in the global tourism market.

The redevelopment project includes Outrigger holdings makai of Kalākaua Avenue and along Lewers Street, Kālia Road, Beach Walk, and Saratoga Road. This two-phase project will upgrade five existing hotels, demolish six older hotels in the area, and redevelop the latter areas to include a new entertainment retail complex, a new hotel, and enhanced public areas. Phase 1 of the project involves the redevelopment and renovation of the Waikiki Village, Waikiki Tower, and Reef Towers hotels and the replacement of the Edgewater Lanais, Coral Seas and Edgewater hotels with a new two-level entertainment/retail promenade along Lewers Street. Phase 2 will focus on redevelopment of the Outrigger properties between Saratoga Road and Beach Walk. A new hotel tower (~27 floors with ~890 rooms) will be constructed at the current location of the Royal Islander, Reef Lanais and Malihini hotels. On-site parking will be provided below grade in the existing and new facilities. Off-site parking will also be provided at the location of the existing surface parking lot at Fort DeRussy at Saratoga Road and Kālia Road.

The proposed action entails the use and development of land that is part of the Waikiki Special District, as designated by the City & County of Honolulu. The magnitude and scope of both demolition and construction work proposed in this redevelopment project warrants the preparation of this Draft Environmental Impact Statement. The Draft EIS describes the Waikiki Beach Walk project and evaluates potential impacts on the natural and human environment. The public review and consultation for this Draft EIS is being





processed pursuant to Hawai'i Revised Statutes, Chapter 343 and Chapter 200 of Title 11 Administrative Rules, Department of Health, "Environmental Impact Statement Rules."

This document is presented in ten sections. Section 1 contains an introductory summary. Section 2 describes the purpose and need for the proposed project. Section 3 discusses the project in detail. Section 4 discusses the various components of the environmental setting. Section 5 discusses the varying potential environmental impacts and proposed mitigative measures. Section 6 summarizes how the project fits into overall government and community policies. Section 7 identifies alternatives to the proposed action and Section 8 lists the permits required to implement the project. Section 9 lists the individuals and organizations consulted in the preparation of the Draft EIS and includes letters sent in response to the Environmental Impact Statement Notice of Preparation. Section 10 provides a list of references that were used in drafting this document. All consultant reports are presented in their entirety in Volume II of the Draft EIS.

1.3 USE OF STATE OR COUNTY LANDS OR FUNDS

Implementation of the Waikīkī Beach Walk project will require use of County lands. The implementation of plans for Phase 1 requires the closure and abandonment of a portion of Helumoa Road. Outrigger Enterprises, Inc., or its affiliate, will purchase the segment of Helumoa Road between Lewers Street and Beach Walk from the City and County of Honolulu.

~~Outrigger will be acquiring~~ is seeking to acquire fee ownership of interests in certain parcels in the project area in which Outrigger or an Outrigger affiliate currently has a leasehold or subleasehold interest. The list below identifies those properties that are subjects of a condemnation proceeding (Honolulu City Council Resolution 01-290).

Tax Map Key No. 2-6-002: 015
Tax Map Key No. 2-6-003: 003
Tax Map Key No. 2-6-003: 007
Tax Map Key No. 2-6-003: 008
Tax Map Key No. 2-6-003: 039

This proceeding ~~will~~ may technically result in the use of County lands, as ownership of the parcel(s) would likely vest for a short period with the City and County of Honolulu before conveyance to Outrigger or its affiliate. While the condemnation proceeding is ongoing, negotiations are simultaneously proceeding with all parties. Outrigger has reached an agreement in principle with one of the parties for purchase of one of the parcels, while discussions on the remainder are in varying states of progress.

1.4 SIGNIFICANT BENEFICIAL & ADVERSE IMPACTS

The planned improvements enhance and expand hotel and retail services, improve traffic circulation in the area, provide more public open space, and provide venues to showcase the unique cultural diversity of the island community. As such, the significant





impacts of these improvements are anticipated to be largely beneficial and are discussed below. Mitigative measures are proposed for any potential project-related problems.

1.4.1 Beneficial Impacts

Redevelopment of Outrigger's Lewers/Saratoga properties will generate long-term impacts to the natural and human environment. Potential long-term impacts examined in this Draft EIS include: soils, water quality, drainage and runoff, natural hazards, vegetation and wildlife, archaeology, cultural and historic resources, roadways and traffic, noise, air quality, visual resources, social and economic considerations, public infrastructure and public services. Material and economic resources will be irretrievably committed to the various facilities and programs implemented.

The proposed project represents a continuation of existing hotel/retail uses in the area and, therefore, will not alter the functional nature of the Lewers/Saratoga area. While maintaining the existing land use, the project will transform the congested mixture of storefronts and hotel lobbies into a more unified and cohesive shopping and hotel district. The Lewers Street corridor will be dramatically transformed, with a significant portion of service and other vehicular traffic dispersed to other less intensely used roadways (e.g., Beach Walk). Streetscape improvements, special street paving, and a public plaza will combine to create an inviting pedestrian environment on Lewers Street. Entryway improvements to the existing Reef on the Beach Hotel and construction of the new Outrigger Saratoga Hotel will enliven the gateway from Fort DeRussy to Waikiki.

Implementation of both phases will result in a net increase of approximately 234 hotel rooms in the project area. This increase will cause a related increase in traffic in the area. The revitalized retail areas and increase in hotel rooms will also add to renewed economic activity.

Additional increases in traffic are expected to be substantially ameliorated through traffic management and circulation improvements inherent to the project. Vehicular and pedestrian circulation patterns in the area will be altered with the full implementation of the proposed project. Lewers Street will become a key pedestrian corridor and a portion of Helumoa Road will be closed. The new hotel and a majority of the renovated hotels will be serviced via Saratoga Road and Beach Walk, alleviating much of the traffic currently confined to Lewers. On-site parking will be supplemented with off-site spaces located at the Fort DeRussy parking lot at the corner of Saratoga and Kālia. The impacts to traffic circulation resulting from the development and parking plan are addressed in Section 5 of this Draft EIS.

1.4.2 Adverse Impacts

Implementation of each phase of the proposed project will include demolition and renovation of existing structures as well as construction of new buildings, which will create local short-term construction-related impacts on the environment. Potential short-term impacts evaluated in the Draft Environmental Impact Statement include soil





disturbance, hazardous materials disposal, dust and erosion due to demolition and grading, traffic in the project's vicinity due to construction equipment and trucks, and increased noise due to the construction-related operations. Potential drainage and runoff issues related to construction are also evaluated.

Short-term negative economic benefits related to construction will include the income lost to establishments in buildings demolished for construction as well as adjacent businesses. These impacts may be somewhat offset by increased sales at neighboring other Waikiki retail and hotel properties. Short-term beneficial impacts related to construction will include construction expenditures and employment, as well as the purchase of services and materials to design and construct the retail and hotel spaces. These social and economic impacts are summarized in Section 5 of the Final EIS and are presented in their entirety in Appendix M (Earthplan, September 2001) and N (Hospitality Advisors, October 2001), respectively.

1.5 PROPOSED MITIGATION MEASURES

Few potential adverse impacts are anticipated to result from the planned improvements and, relative to the benefits that will occur, are not considered significant. Potential impacts due to construction activities will be limited to noise, visual, and temporary air quality impacts related to dust and equipment emissions. Potential impacts and mitigative measures are discussed in detail in Section 5 and summarized below.

Air Quality Mitigation

The impact of construction activity on air quality will be mitigated by conforming to strict dust control measures, particularly those specified in the State Department of Health's (DOH) Ambient Air Quality Standards, Hawai'i Administrative Rules, Title 11, Chapter 59.

Noise Mitigation

Temporary but unavoidable noise impacts may occur during the demolition and construction activities within the area. The use of properly muffled construction equipment will help ameliorate these impacts. Further, pile driving may be necessary to implant piles into the ground, creating the potential for induced ground vibrations. As a mitigation measure, a conservative vibration limit of 0.2 inches per second will be used for planning, screening, and monitoring purposes prior to construction to identify those areas which can be exposed to greater levels. Once construction is completed, there are no anticipated adverse noise impacts from the proposed new on-site activities.

Traffic Mitigation

During the construction phases of the project, some inconvenience is anticipated, as use of on-street loading/unloading areas may be temporarily restricted. Portions of the pedestrian areas may be temporarily closed, and shuttle buses may have to be re-routed to avoid construction areas. Alternate areas will be selected to serve as temporary loading/unloading areas.





Wind Mitigation

For Phase 1 development, providing strategically designed landscaping along the mauka section of Lewers and the area of the proposed plaza area will help to control winds deflected by the 'Ohana Reef Towers. For the proposed development of the Saratoga Hotel in Phase 2, the use of wind control measures will be considered such as a podium, canopy, trellis, or landscaping, in helping to prevent downwashing windflow from reaching street levels.

Archaeological and Cultural Resource Mitigation

Due to the high concern expressed by lineal and cultural descendants of the Waikiki area regarding the potential for the inadvertent discovery of burials, cultural monitoring and the development of a Burial Treatment Plan is being recommended for all subsurface work conducted within the project area. Further, specific tasks, including an Archaeological Monitoring Plan, have been determined to be an adequate and appropriate scope of work for subsurface inventory and related activities to be conducted during the demolition phase for the project.

Employment Mitigation

The demolition of several structures will displace existing business tenants and affect neighboring (off-site) businesses. All tenants are on short-term leases, and as part of ongoing mitigation, all have been previously advised of the potential development schedule. The existing tenants are regularly updated on the status of the project. Where practicable, tenants will be offered the opportunity to relocate to other Outrigger properties as vacancies occur. A number of businesses will also be encouraged to consider tenancy in the new Waikiki Beach Walk retail complex.

To mitigate the potential short-term negative economic impacts on neighboring businesses, several measures will be implemented including providing early notification of the project's schedule, as well as staging of work to minimize disruption.

Visual Mitigation

View planes from the mountains to the sea will not be significantly impacted. Measures will be implemented to minimize potential ground level and sky view impacts. Site planning and overall project design have been guided by the policies set forth in the Waikiki Special Design District Guidelines, specifically building orientation and ground level design considerations.

Wastewater Mitigation

Engineering design solutions are being developed through more detailed investigation of line capacities and consultation with the City and County Department of Environmental Services, Wastewater Branch. A relief sewer line(s) will be provided as needed.





1.6 UNRESOLVED ISSUES

- Integration of Waikīkī Beach Walk project with ~~unfinalized~~ Bus Rapid Transit corridor plans.
- Integration of Waikīkī Beach Walk project with potential public parking initiatives currently under consideration by the Honolulu City Council including the concept of a Waikīkī Parking District as proposed under City Council Bill 72 (2001). The latter measure is currently undergoing substantial revision by the City Council's Transportation Committee.
- Compatibility of Waikīkī Beach Walk project with ~~undergoing ongoing~~ revisions to the Primary Urban Center Development Plan.
- Acquisition of fee interest in several parcels as described in Section 1.3.
- Determination of whether or not Conditional Use Permits will be required for Joint Development and/or Off-Site Parking.

Resolution of the majority of these issues is not necessary for the planned improvements to the project area to proceed.

1.7 COMPATIBILITY WITH LAND USE PLANS & POLICIES

The planned improvements are compatible with and supportive of State and City and County of Honolulu land use policies, plans, and controls related to the natural and social environment. The proposed project is consistent with and permitted by applicable land use designations and, as discussed in Chapter 6, will contribute in a wide variety of ways to furtherance of established public goals, objectives, and policies.

1.8 ALTERNATIVES CONSIDERED

1.8.1 No Action Alternative

The no-action alternative would maintain the Lewers/Saratoga properties in their existing condition. Already, the ground level retail space is the only operational area in the Edgewater Lanais. The infrastructure in several other structures is nearing the point where it will no longer be feasible to operate the guestrooms. With less comprehensive renovations than those proposed in this project, the properties would deteriorate further and the area would become a less desirable, blighted section of Waikīkī.

1.8.2 Alternative Locations for Proposed Project

It is the desire of Outrigger Enterprises, Inc. to revitalize its holdings in the Lewers/Saratoga area. Given this objective, redevelopment of alternative sites was not considered.





1.8.3 Alternative Redevelopment Strategies

Over the past decade, Outrigger has studied a series of alternative development strategies and configurations, ranging from street closure/super-block consolidation of its properties to accommodate development of a new 2000 room hotel, to minimal "patch-paint-sell" options. All of the alternatives considered meet the basic need to upgrade Outrigger's hotel product, and several have great financial appeal. None, however, has the broader place-making potential of the preferred alternative or the capacity to contribute as substantially to the larger goal of promoting the long-term viability of Waikīkī as a world-class visitor destination.

1.8.4 Alternative Configurations for the Proposed Project

An alternative configuration of the current proposed action entails closing a section of Lewers between Don Ho Land and Helumoa Road. The purpose of the road closure would be to create an expanded public plaza between the retail promenade and the 'Ohana Reef Towers.

1.9 REQUIRED APPROVALS AND PERMITS

Section 8.0 details the approvals and permits required to implement the proposed Outrigger Waikīkī Beach Walk project. The entitlements include a City & County of Honolulu Planned Development-Resort (PD-R) Approval and a Special Management Area (SMA) Use Permit. If applicable, Conditional Use Permits for Joint Development and for Off-Site Parking will be pursued. All necessary ministerial permits such as grading and building will be obtained prior to construction.

<u>Permit or Approval</u>	<u>Authority</u>
Planned Development-Resort (PD-R) Approval	City & County of Honolulu
Special Management Area (SMA) Use Permit	City & County of Honolulu
Environmental Impact Statement	HRS Chapter 343, City & County of Honolulu



Section 2.0

PURPOSE & NEED FOR THE PROPOSED ACTION



2.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

The Waikiki Beach Walk project is an urban revitalization effort that will transform the Lewers-Saratoga area into a pedestrian-friendly location featuring a central gathering place for visitors and residents to shop, to relax, and to have fun. The alternative to this action is the continued deterioration of the existing facilities in the area and further degradation of an aging and increasingly dysfunctional portion of Waikiki.

The magnitude of Outrigger Enterprises holdings in the area provides a unique opportunity to breathe new life into a vital section of Waikiki and to do so in a way that can help restore the lure of Waikiki as a favorite destination for island residents. Outrigger Enterprises has been working on redevelopment plans for their Lewers-Saratoga properties for more than 10 years. Conditions for redevelopment are favorable and Outrigger has chosen this opportunity to make their vision a reality.

2.1 SITE HISTORY

All of the hotels and other facilities in the project area were built between 1951 and 1978. Several have reached obsolescence and have been shuttered, while others are plagued with the mounting repair and maintenance costs normally associated with aging facilities. Built at a different time and for a different market, the facilities are not adequate to meet the expectations and demands of today's visitor. The new and renovated hotel properties will provide modern amenities that offer better value to hotel guests.

In addition to the condition of existing buildings, the existing urban environment in the Beach Walk-Lewers area has become chaotic and unappealing. Narrow sidewalks, heavy bus and service traffic, and a hodgepodge of disparate storefronts and hotel entrances, all contributing to a congested and disjointed atmosphere characterize the existing urban environment. If this critical portion of Waikiki is allowed to further deteriorate, the vitality and overall appeal of Waikiki as a resort destination will ultimately be impaired.

2.2 SITE AND PROJECT ATTRIBUTES

Outrigger's concentration of properties in this area represents a vital and unique opportunity for renewal of the precinct. While piecemeal renovation and conversion of individual holdings may be adequate to address the limitations of Outrigger's hotel inventory in the Lewers area, it is only through the coordinated, master-planned redevelopment of these properties in their entirety that significant improvement in the quality and character of the overall district can be realized. It is on this premise that the Waikiki Beach Walk project has been conceived. The proposed redevelopment ~~is aimed at~~ will have the effect of renewing the entire Lewers/Beach Walk area and, in the process, Waikiki.





Waikiki Beach Walk will be a mixed-use entertainment, retail and hotel project that will define Lewers Street as a gathering place for visitors and locals alike in Waikiki. It will be a distinctly Hawaiian destination that, in tandem with other new public and private investments being made in the district, will help to strengthen Waikiki's competitive position in the global tourism market.

The table below lists the existing and proposed uses for the project area parcels. Section 3 describes the proposed project in detail.

Table FEIS 2-a. Existing and Proposed Uses

TMK Parcel	Existing Use	Proposed Use
2-6-003-001 HPR No. 2	Outrigger Islander Waikiki	Outrigger Islander Waikiki
2-6-003-002	Ohana Edgewater Lanais	Retail/Public Plaza
2-6-003-003	Ohana Coral Seas	Retail/Public Plaza/Service
2-6-003-004	Ohana Coral Seas	Retail/Public Plaza/Service
2-6-003-006	Ohana Waikiki Village	Retail/Public Plaza
2-6-003-008	Ohana Waikiki Village	Hotel/Retail
2-6-003-009	Parking Structure	Hotel/Retail
2-6-003-010	Ohana Waikiki Village	Ohana Waikiki Village
2-6-003-011	Ohana Waikiki Village	Ohana Waikiki Village
2-6-003-012	Ohana Waikiki Village	Ohana Waikiki Village
2-6-003-052	Parking Structure	Hotel
2-6-003-007	Carl's Jr. Restaurant	Hotel/Retail
Helumoa Road (por.)	Road	Hotel/Retail
2-6-003-021	Ohana Edgewater/ Ohana Waikiki Tower	Ohana Waikiki Tower/ Banquet/Retail/Showroom
2-6-003-057	6-foot Easement	Retail/Service
2-6-002-015	Ohana Reef Towers (Makai)	Ohana Reef Towers (Makai)
2-6-002-016	Ohana Reef Towers (Mauka)	Ohana Reef Towers (Mauka)
2-6-003-032	Ohana Reef Lanai	Phase 2 Saratoga Hotel
2-6-003-039	Ohana Reef Lanai	Phase 2 Saratoga Hotel
2-6-003-034	Malihini Hotel	Phase 2 Saratoga Hotel
2-6-003-035	Ohana Royal Islander	Phase 2 Saratoga Hotel
2-6-003-056 (por)	6-foot Easement	Phase 2 Saratoga Hotel
2-6-004-010	Outrigger Reef on the Beach	Outrigger Reef on the Beach



Section 3.0

PROJECT DESCRIPTION



3.0 PROJECT DESCRIPTION

3.1 VISION

*Waikiki, 'tis for you that my heart is yearning
My thoughts are always returning
Out there to you, across the sea...*

As so eloquently expressed in the words of noted composer Andy Cummings, a certain romanticized allure often is associated with thoughts of an older, more tranquil Waikiki. It is this allure, this ability to captivate and entice the senses that draws one's attention to the "magic of Waikiki." Faint hues of orange and red brushed across a canvas of evening sky and the dim twinkle of starlight stir a warm memory of a time almost forgotten. The soft whisper of surf gliding up and along the shore, an ocean breeze delicately rustling through a majestic overhang of coconut trees call to mind the simplistic grandeur of Waikiki's picturesque beauty. For those unfamiliar with the experience, these images are brought to life in hopeful dreams. But for those fortunate enough to have at one time or another embraced a quiet moment of its beauty, these visual musings perhaps stand to tease the senses, stirring a heartfelt longing to return.

Today, the harsh impact of urban influence has tainted these once common and cherished memories of a Waikiki from yesteryear. New images of congested streets and deteriorating buildings have emerged. These images have begun to characterize this urban arena, filled with the disorderly movement of people, goods, and services, dampening both local and visitor perceptions of Waikiki as a place to gather and find solace. Is it possible to re-acquaint ourselves, as suggested in the final refrain of the composer's words, with "the magic beside the sea?"

3.1.1 Purpose & Intent

Amidst the frantic nature of urban activity are little pockets of opportunity and commitment, designed to enhance the grace, elegance, and splendor of this place beside the sea, thereby continuing to perpetuate its cultural and historical legacy. Through a combination of both private and public sector initiatives, the need and benefits of restoring the magical allure of Waikiki have been brought to light. Waikiki is undergoing a transformation that allows a brighter future by embracing elements of its past. The redevelopment and renovation efforts of the Outrigger Waikiki Beach Walk project are intended to be part of the visioning that seeks to recapture our vivid dreams and faint memories, bringing them to life through purposeful planning and design.

The purpose and intent of the Outrigger Waikiki Beach Walk project is to revitalize a deteriorating section of the Waikiki visitor plant. The project transcends the mere redevelopment of several hotel properties. It has, instead, been conceived as part of a broader strategy on the part of the City and County of Honolulu to facilitate and encourage large scale private redevelopment in concert with a district-wide improvement program aimed at restoring the "magic of Waikiki."





3.1.2 Physical Improvements

Waikiki Beach Walk is a two-phased project that will upgrade five existing hotels and replace six older hotels with a new entertainment retail complex, a new hotel, and enhanced public areas. From the base levels of parking facilities up to the rooftop pool deck, the redevelopment effort will transform the current eclectic mix of hotel properties in the Lewers-Kālia area into a new and appealing destination linking Kalākaua Avenue to the sea. The goal of the Waikiki Beach Walk project is to create more ground level open space and visual relief while establishing a distinct Hawaiian feel and character that extends a welcoming invitation for residents and visitors alike.

Site plans depicting existing conditions and proposed project are presented in Figure FEIS 3-a. The concentrated development areas are shown on Figure 3-1. The entire area will be accentuated with an open promenade area, and detailed with tropical foliage and textured pathways with artistic displays enhancing the landscape. The intent is to create a setting that allows for a diversity of pedestrian experiences, including multiple events and activities revolving around the varied retail and entertainment venues.

The key to the transformation of Lewers Street into a pedestrian-oriented activity center is the creation of a grand plaza area, framed by an assortment of retail shops and entertainment venues (Figure 3-2). The retail promenade will provide opportunities for local vendors to establish and market themselves in Waikiki, while offering visitors access to an array of goods and services unique to Hawai'i.

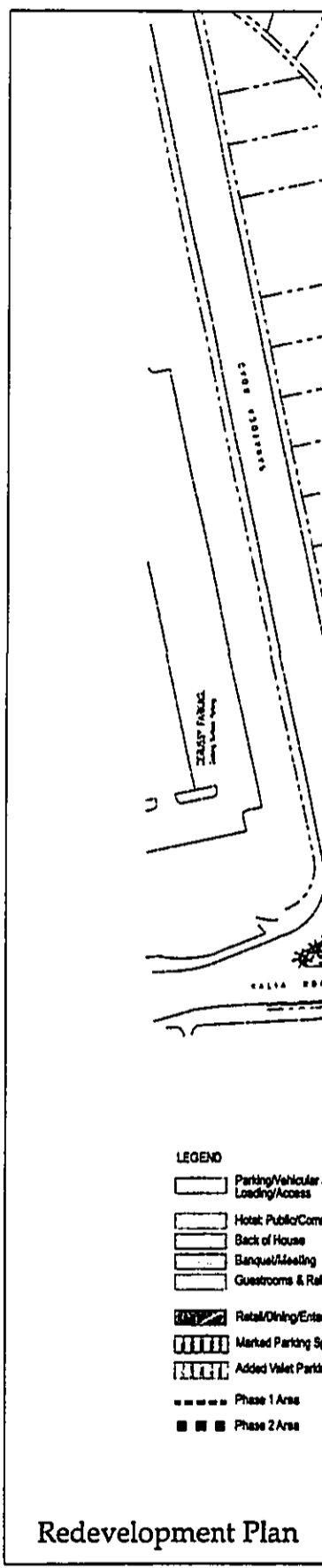
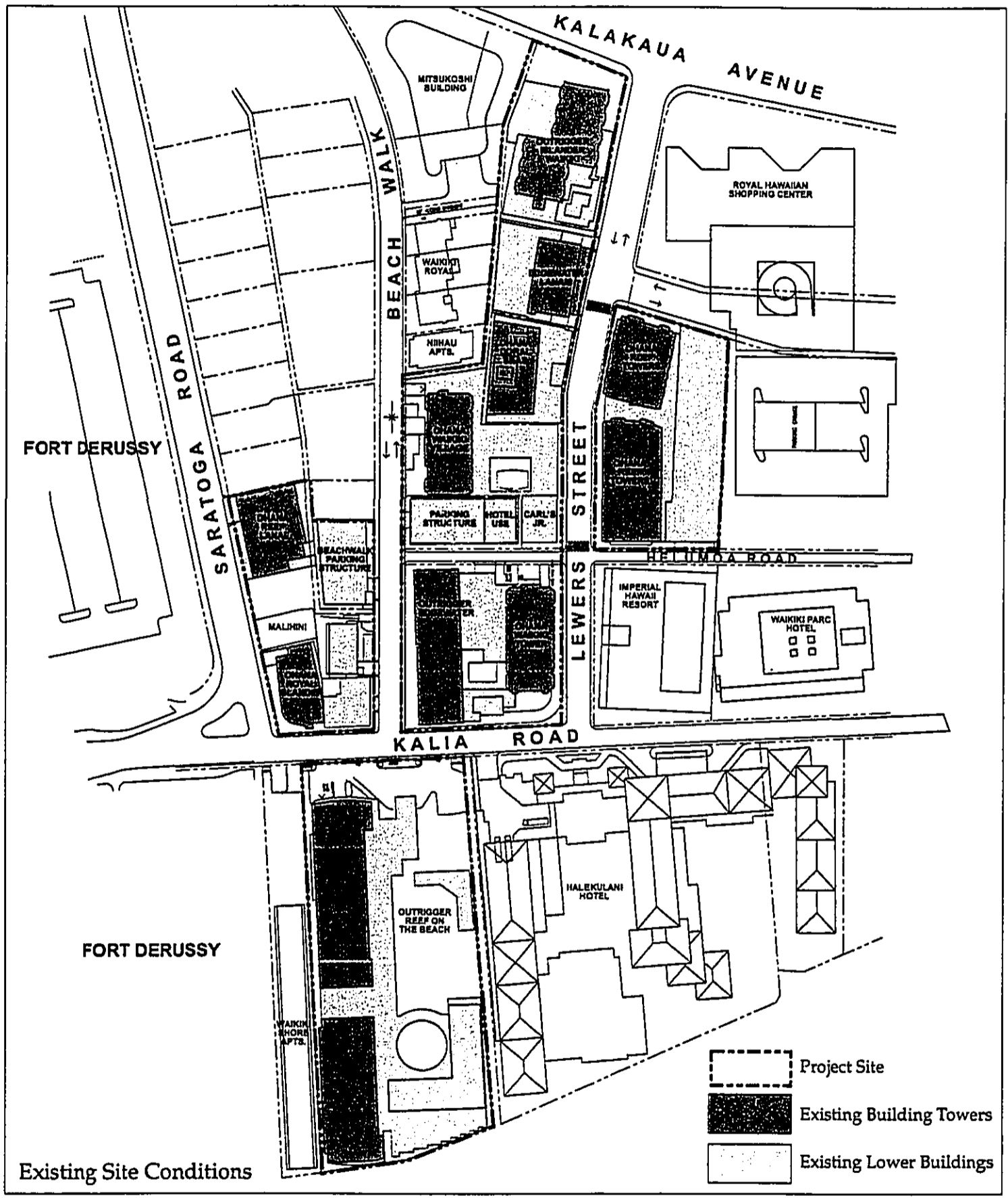
"Edgewater Plaza" will be a new public gathering place (Figure 3-3, 3-4), hosting a wide range of cultural events and performances reflective of the diverse influences of Hawai'i's multi-ethnic community. The plaza's programmatic themes will be integrated and linked to future activities at the proposed Hawaiian Music Preservation Hall, a new center that will celebrate and perpetuate the rich heritage of Hawaiian music and dance.

Together, these new public spaces will be integrated with hotel upgrades, renovations, and new development, and will enhance the overall vitality of the area. The Waikiki Beach Walk project will be the premier venue in Waikiki for authentic Hawaiian cultural events, artistic demonstrations and performances.

One of the trademarks of Outrigger Hotels and Resorts is its longstanding commitment to guest service and based on the traditional Hawaiian concept of "ho'okipa." In line with this tradition, an additional facility being proposed within the project is the Hale Aloha Visitor Center. This central resource center will house various visitor information and assistance services, including the Waikiki Business Improvement District Aloha Patrol Services, the City's Hale Aloha Visitor Information program, and the Native Hawaiian Hospitality Association cultural programs.



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Existing and Proposed Site Development Plans

Waikiki Beach Walk

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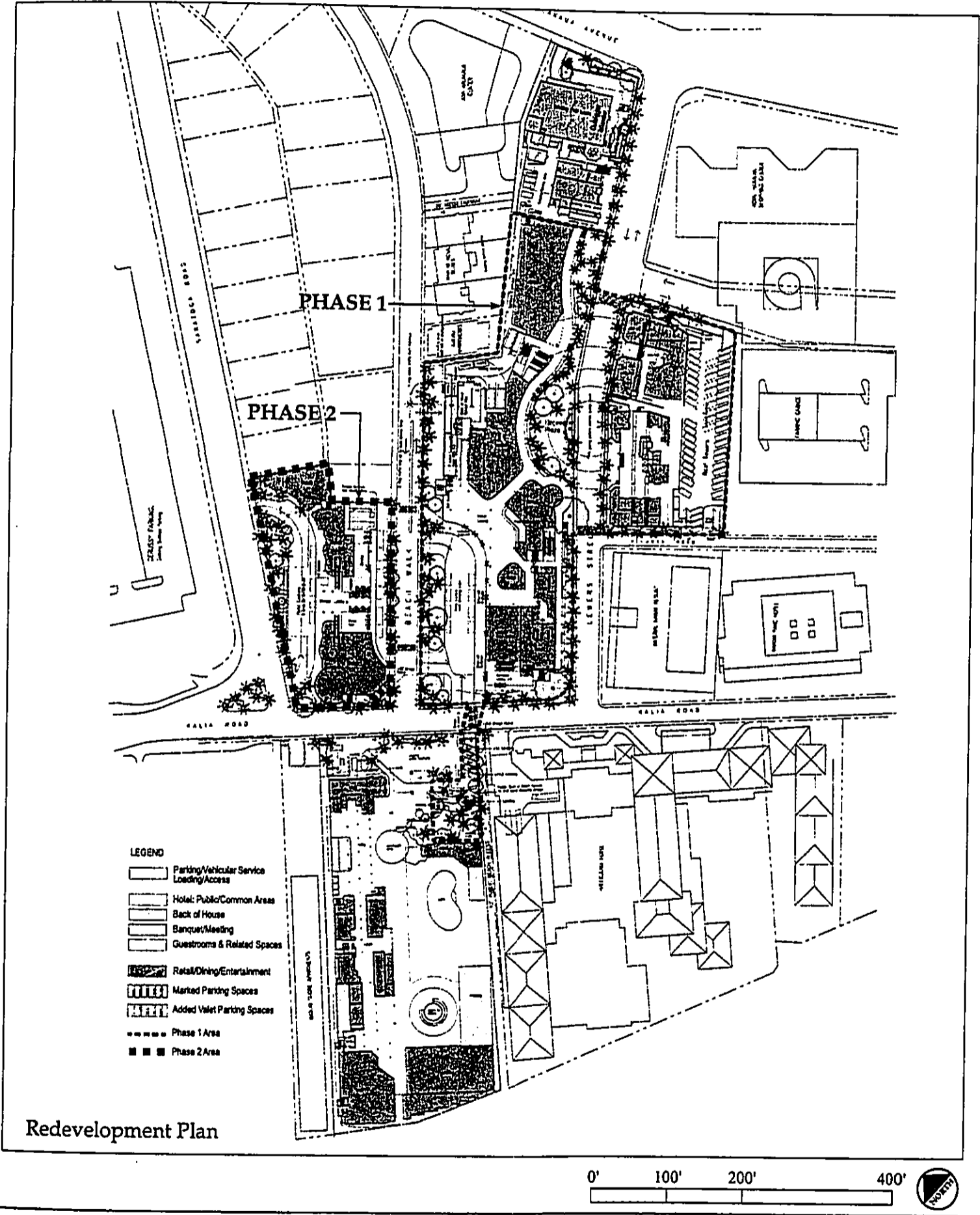
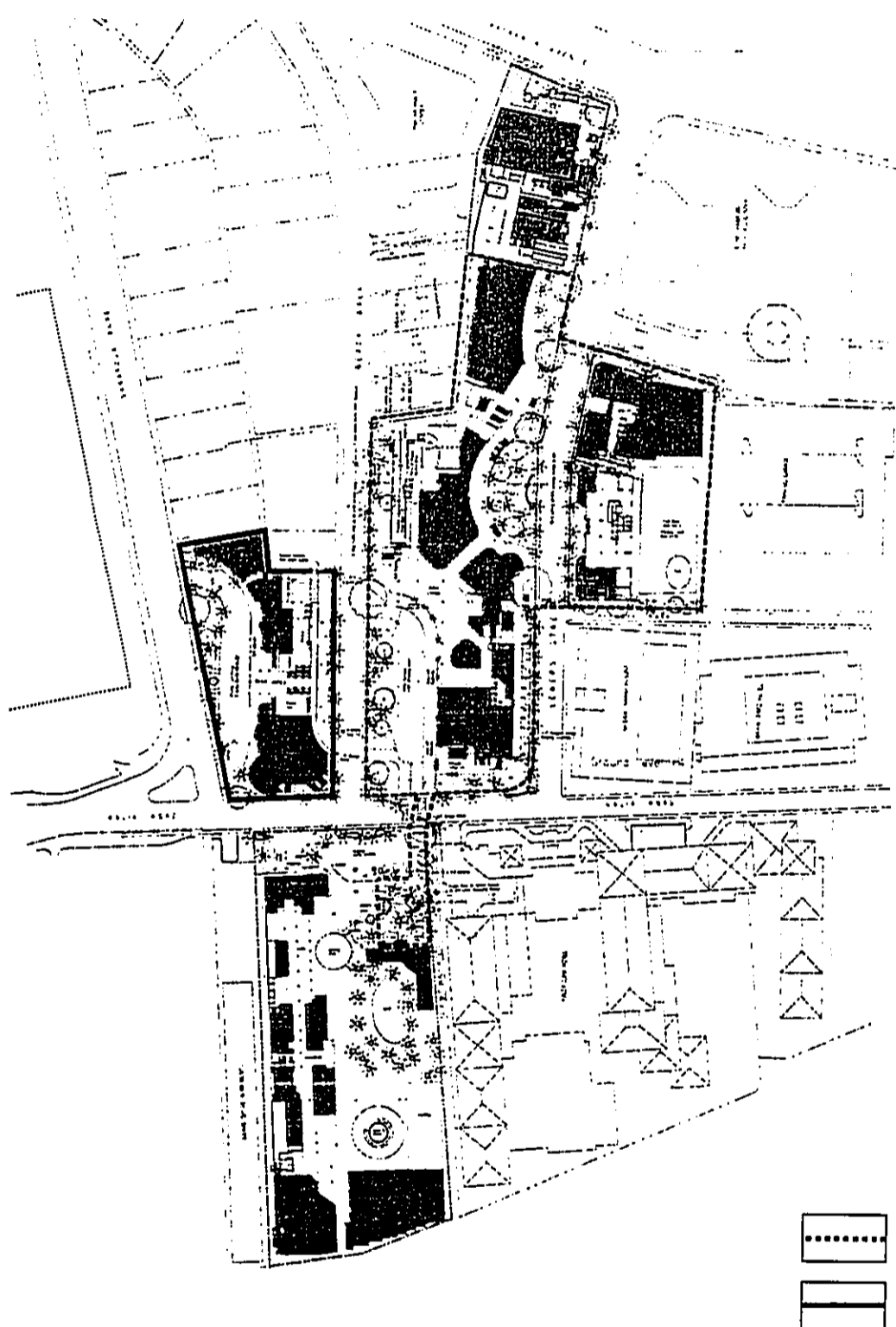


Figure FEIS 3-A

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..... Phase 1
———— Phase 2

Project Phasing
Waikiki Beach Walk

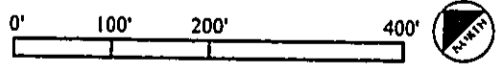


Figure 3-1

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Existing



Proposed

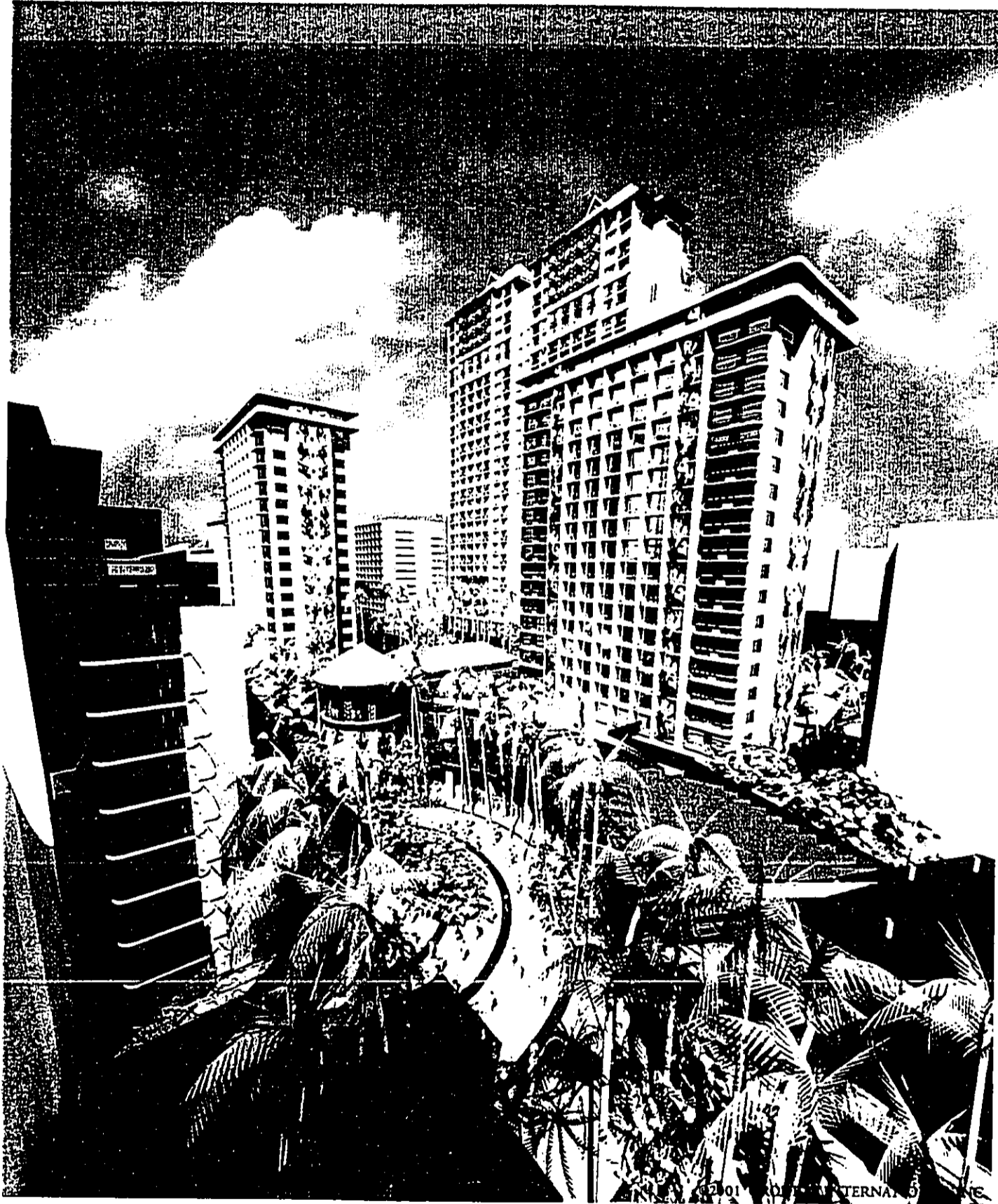
View of Edgewater Plaza

Waikīkī Beach Walk

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Figure 3-2



Aerial View of Edgewater Plaza

Waikiki Beach Walk

Figure 3-3

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Lewers Street looking Makai
Waikīkī Beach Walk

Figure 3-4



Much of the congestion within the project area is due to the use of existing public streets for both passenger and commercial loading and unloading operations. The project will greatly improve this situation by providing off-street porte cocheres for those arriving or departing from the hotels, off-street loading zones for deliveries, and an off-street bus parking and loading area.

The integration of lush, fragrant, tropical vegetation and water features interwoven along wide pathways and sidewalks will accentuate and define the quality of new open space. Warm rays of sunlight, cool breezes, and the occasional patter of rain will accent the tropical conditions of the built landscaped environment as sources of natural ventilation and lighting through the entrances of the porte cocheres and the grand lobby. Soft and subtle transitions from the outside environment into the interior will promote a sense of continuity between the built and natural environment, in an architectural style that is reminiscent of vintage Waikīkī.

Additionally, an emphasis will be placed upon the use of indigenous building materials, styles, and natural colors. Wood, stone, coral, and lava rock are some examples of natural materials that will be utilized to define the project. Particular attention will be given to the rich history and cultural legacy of the project area, once comprised of fishponds and lo'i.

Simply put, the overall goal of the Waikīkī Beach Walk project is to recapture the "magic of Waikīkī."

*Waikīkī
My whole life is empty without you
I miss that magic about you
Magic beside the sea
Magic of Waikīkī...*

3.2 PROJECT DETAILS

The following sections provide a detailed review of the individual components of the Waikīkī Beach Walk project. The scope of the project involves extensive redevelopment and renovation of several properties in the Lewers-Saratoga area of Waikīkī. Existing properties will be improved, a new entertainment retail promenade and open plaza created along Lewers Street, and a new hotel erected overlooking the great lawn of Fort DeRussy. The major improvements proposed by Outrigger Enterprises, Inc. will be implemented in two separate phases. Figures 3-5 through 3-12 illustrate the proposed project site plan. Detailed lot area and floor area calculations are included in FEIS Appendix 1.





3.2.1 Project Phasing

Phase 1

Improvements envisioned in this phase focus on the Lewers Street corridor. The design intention is the creation of a people-oriented street. This is to be achieved through the development of a new public plaza and shopping promenade. Building bulk will be largely reduced and setback from the street, and vehicular traffic flow and mix significantly tempered.

Phase 1 of the project involves the redevelopment and renovation of the Waikiki Village, Waikiki Tower, and Reef Towers hotels, and the replacement of the Edgewater Lanais, Coral Seas and Edgewater hotels with a new two-level entertainment/retail promenade along Lewers Street. The new retail complex will be integrated with the renovated Waikiki Village and Waikiki Tower hotels, and connected to the adjacent Islander Waikiki and Reef Tower hotels through extensive streetscape improvements, including the creation of a Lewers Street public plaza. This large open-air plaza will be the centerpiece the development, designed to capture the ambience of vintage Waikiki. The design moves building density away from the street and opens up more area to the sky. Shade trees, palm trees, native vegetation and water features will be used to create a uniquely Hawaiian gathering place in Waikiki.

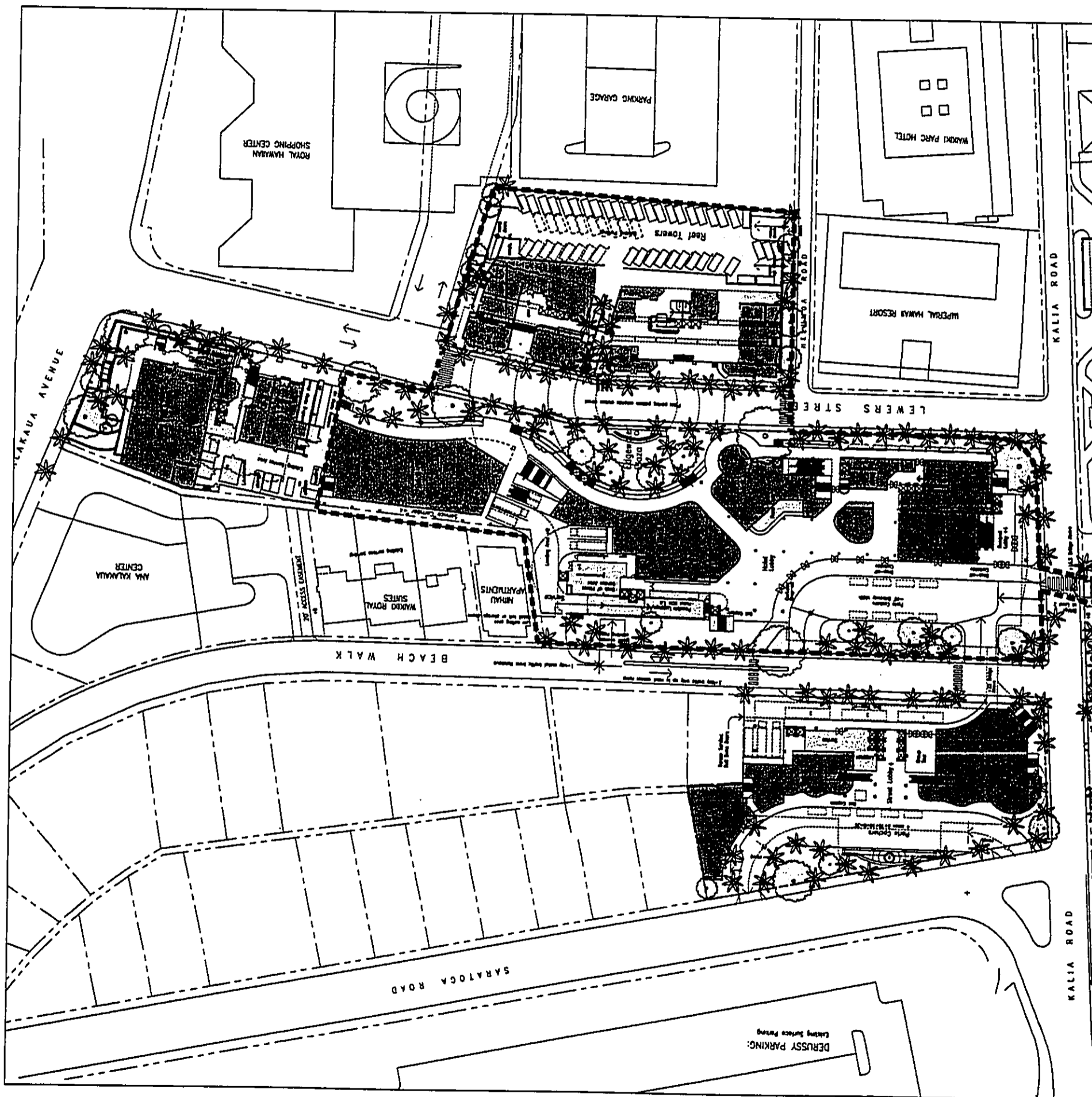
The lower floors of the Waikiki Village and Waikiki Towers hotels will be reconstructed and linked by a new four-level podium connecting the two towers. The podium will feature a grand lobby servicing both towers, a large banquet hall, meeting rooms, and a rooftop pool deck. Guestrooms on the upper floors of these hotels will be renovated, as will the rooms in the 'Ohana Reef Towers hotel. Helumoa Road would be closed between Lewers Street and Beach Walk. A pedestrian bridge over Kalia Road will link the Outrigger Reef on the Beach hotel to the new complex. In addition to on-site parking, off-site parking will be available at Ft. DeRussy at the corner of Saratoga Road and Kalia Road.

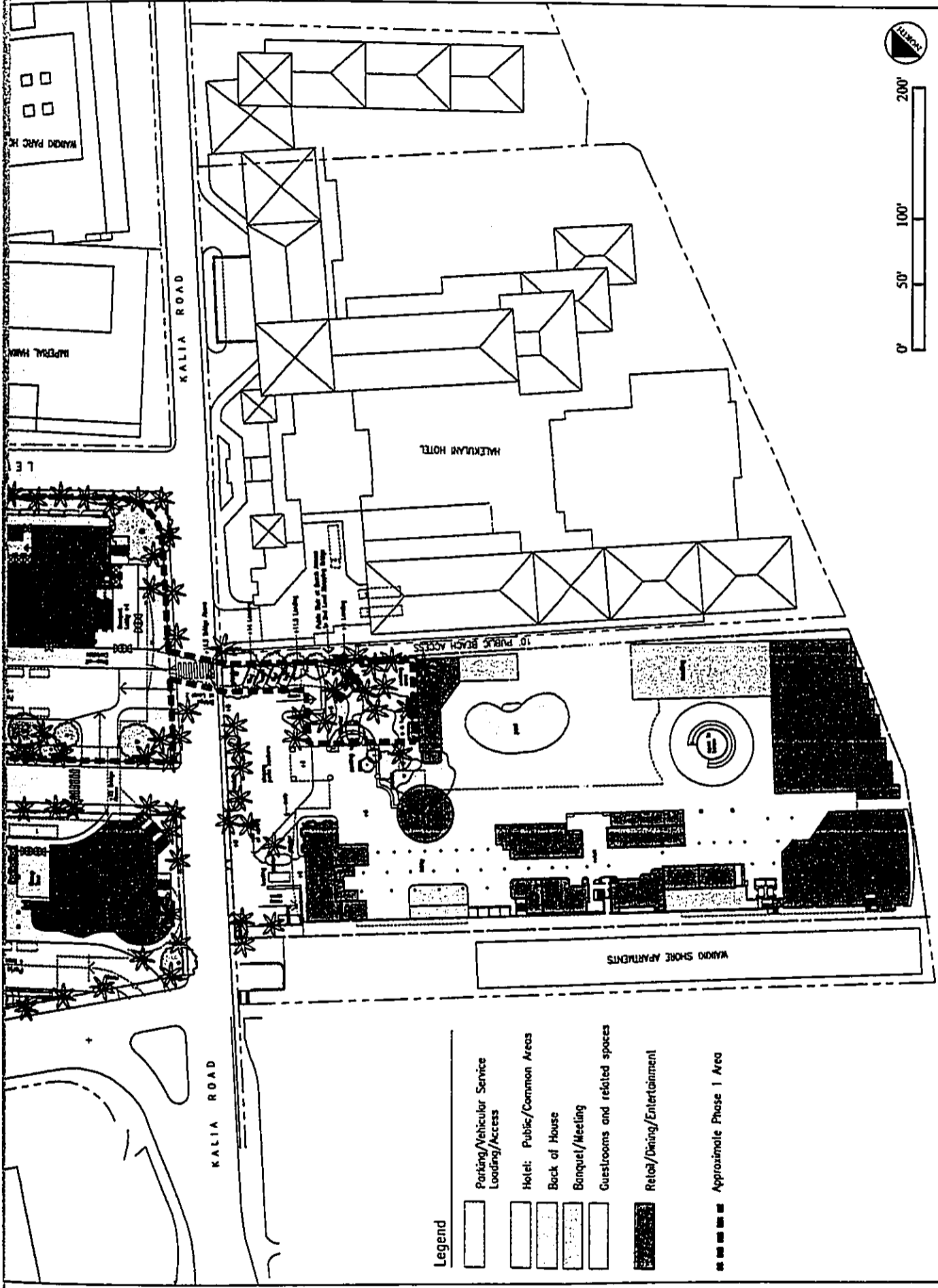
Phase 2

Phase 2 will focus on redevelopment of the Outrigger properties between Saratoga Road and Beach Walk. A new hotel tower (27 floors with 891 rooms) will be constructed at the location of the existing Royal Islander, Reef Lanai and Malihini hotels, which will be demolished (Figure 3-13, 3-14). Pedestrian bridges will be constructed over Beach Walk connecting the new hotel tower to the Phase 1 entertainment, retail and meeting areas.



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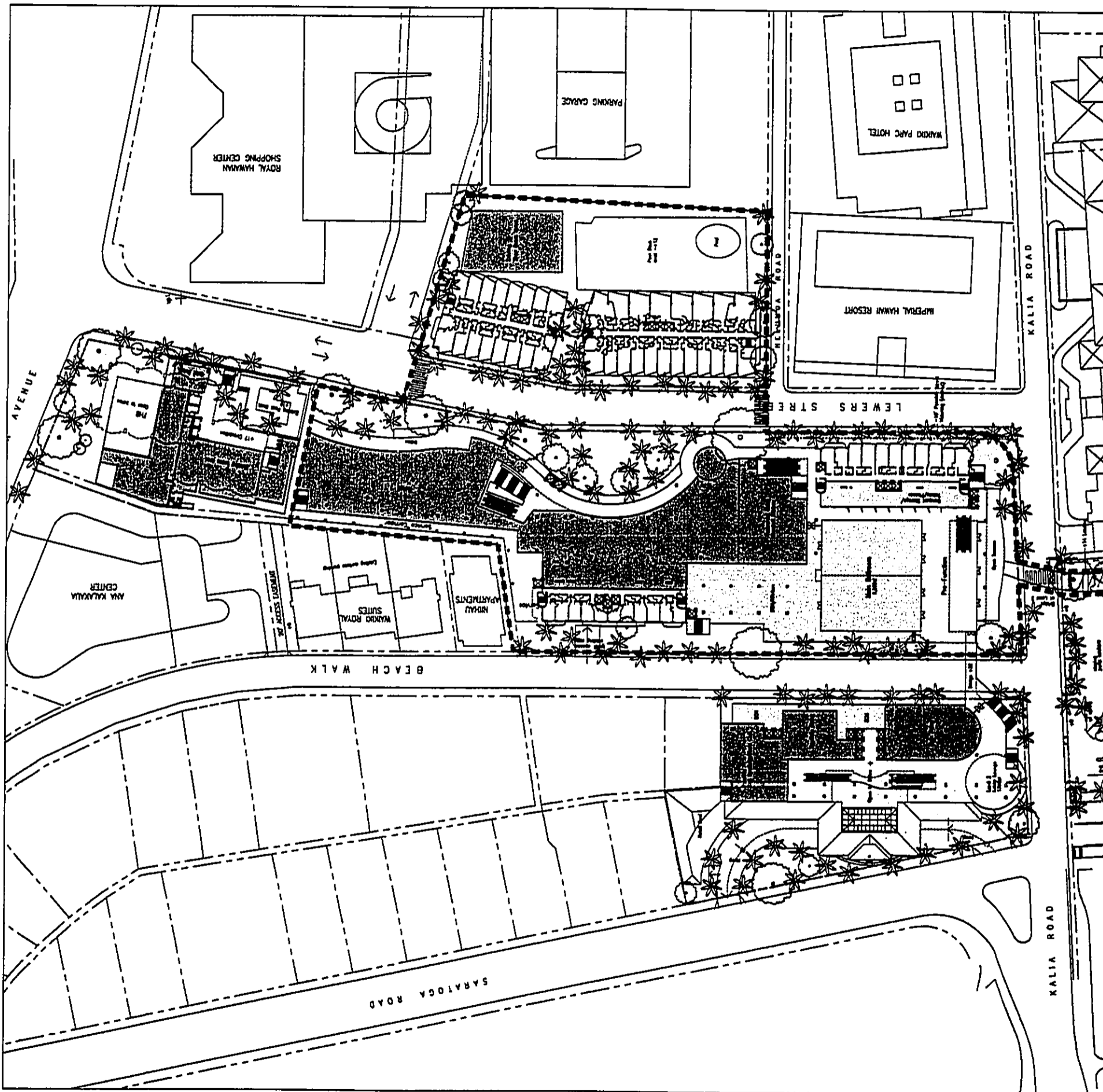


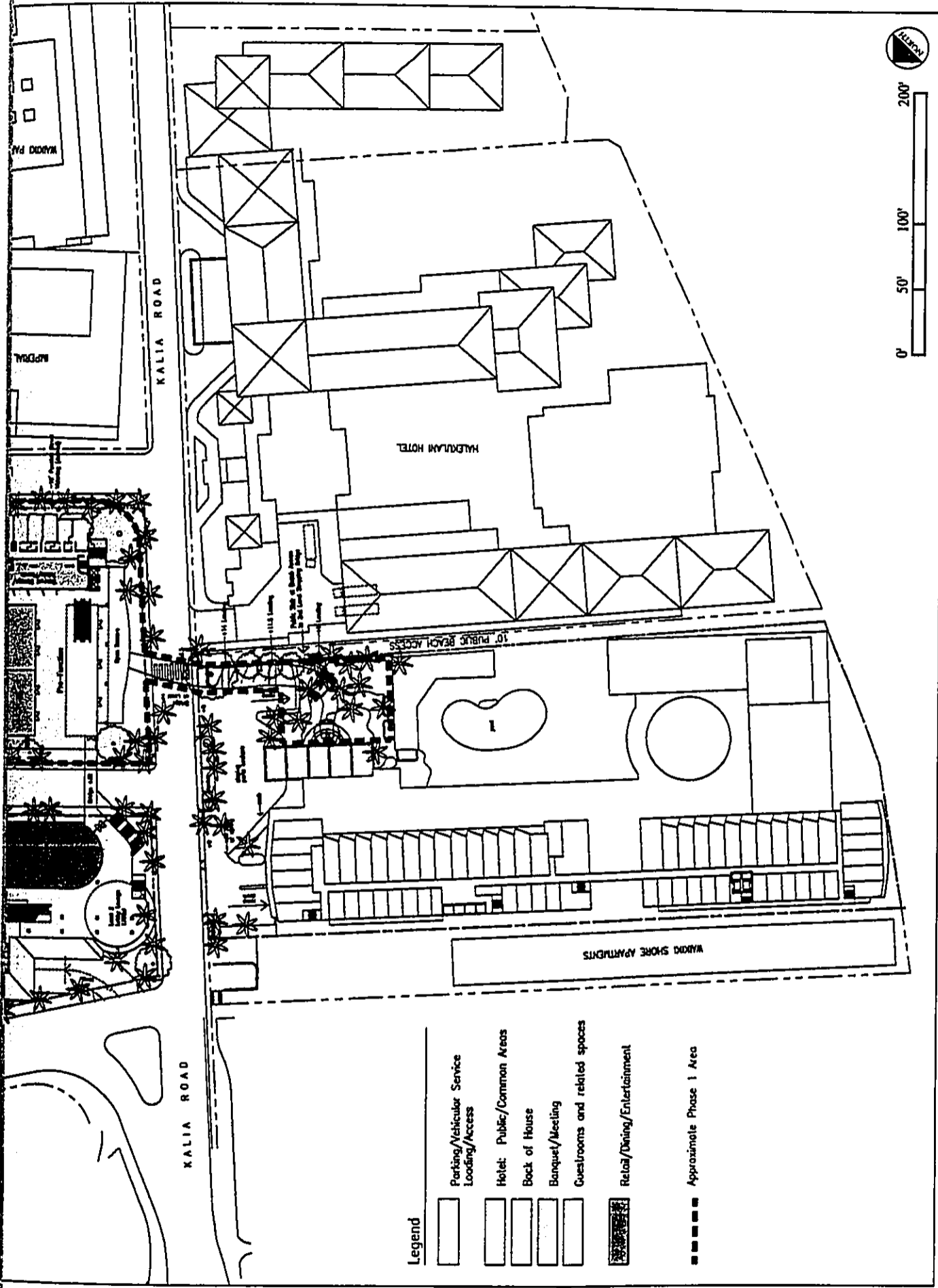
Ground Level (+4 Feet Elevation)

Waikiki Beach Walk

Figure 3-5

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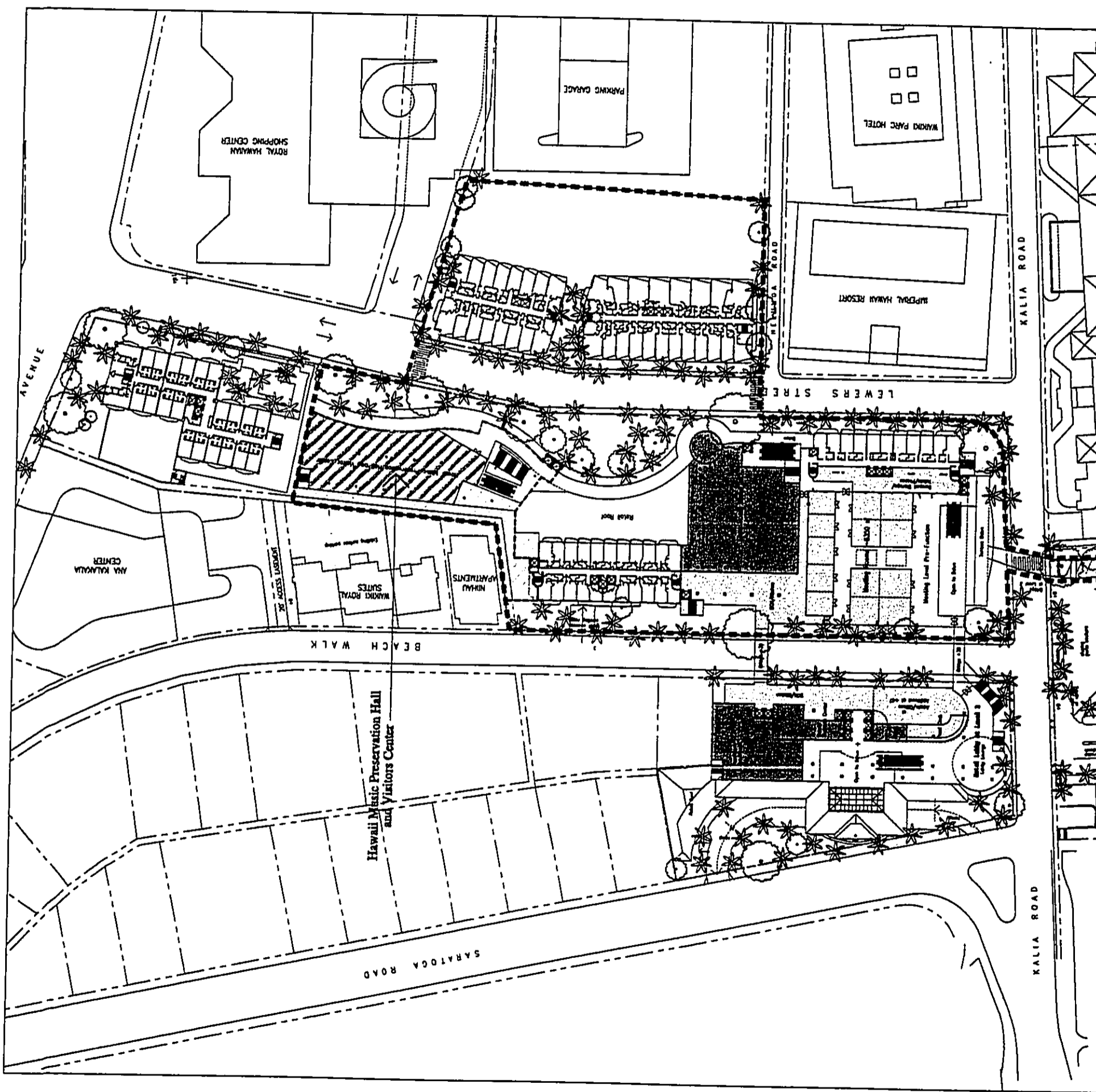


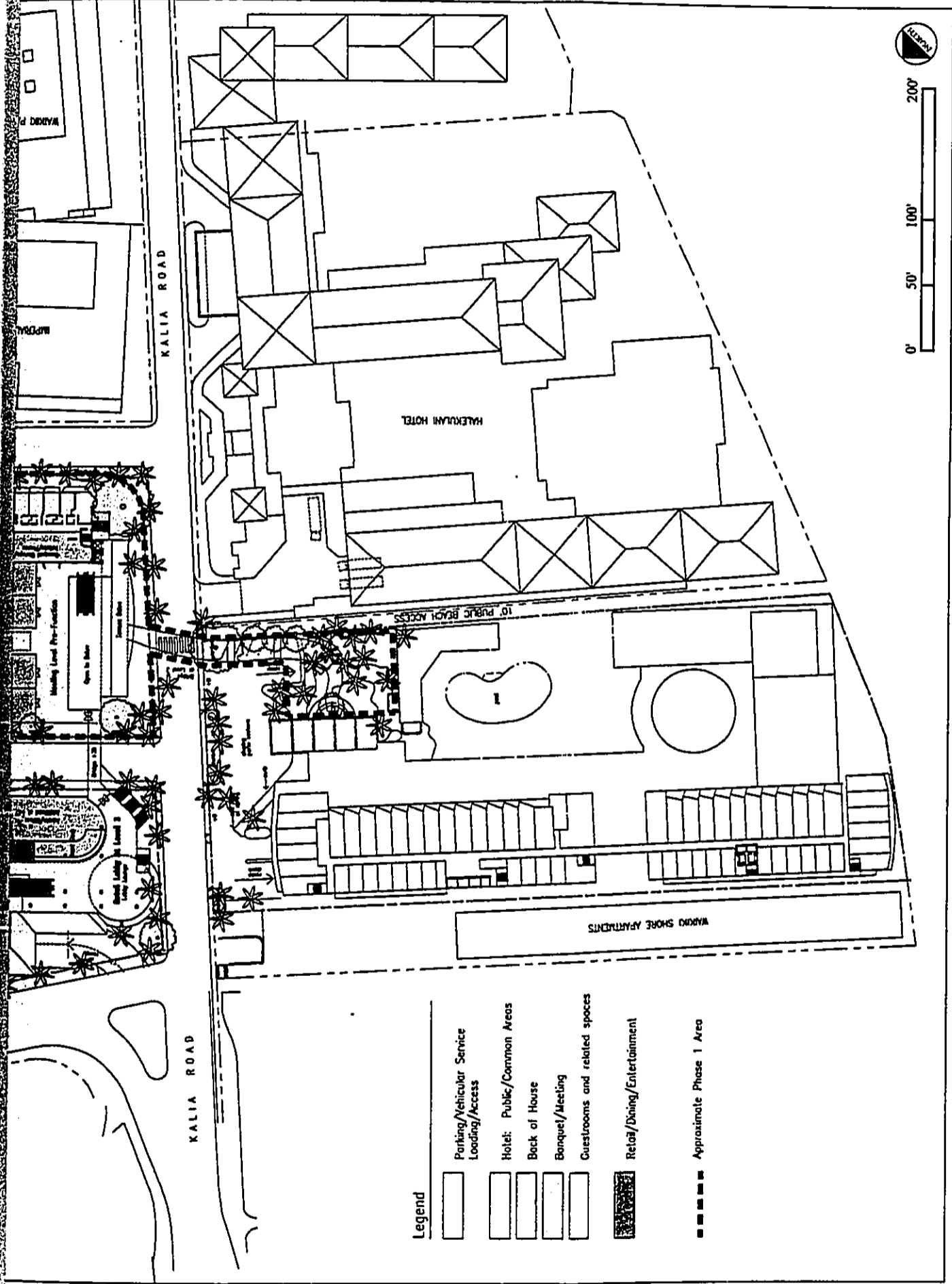
Second Level (+22 Feet Elevation)

Waikiki Beach Walk

Figure 3-6

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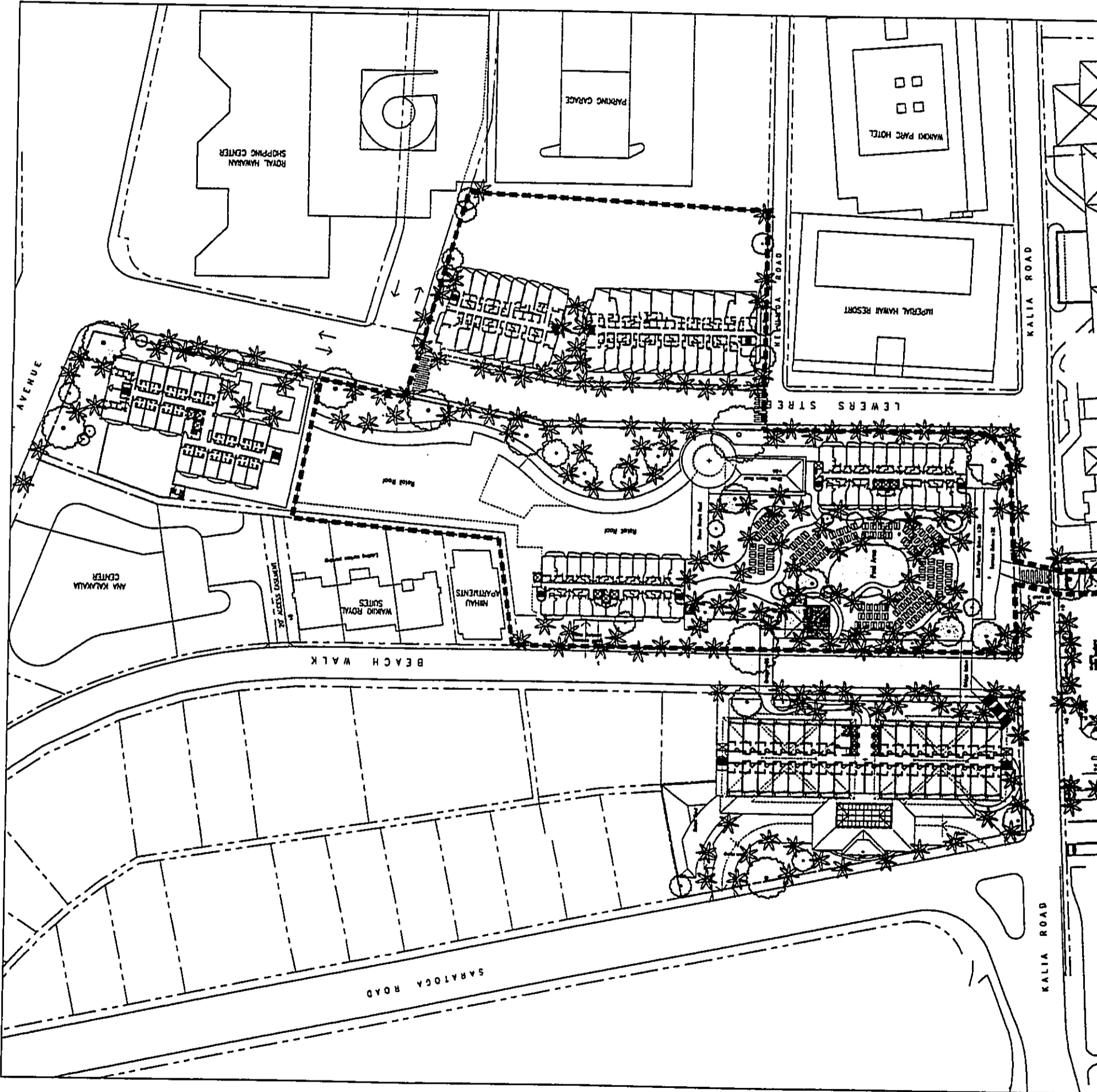


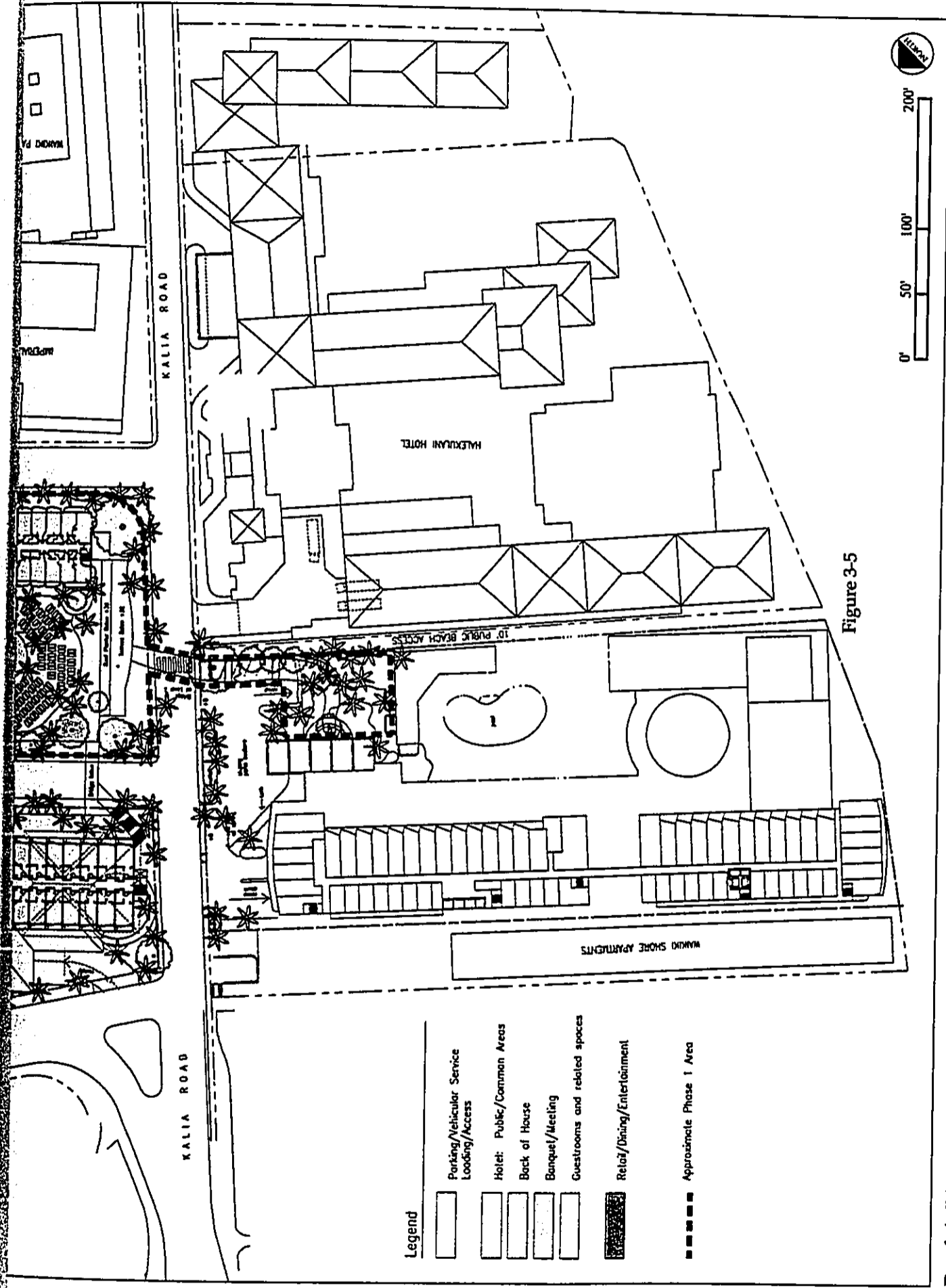
Third Level (+39 Feet Elevation)

Waikiki Beach Walk

Figure 3-7

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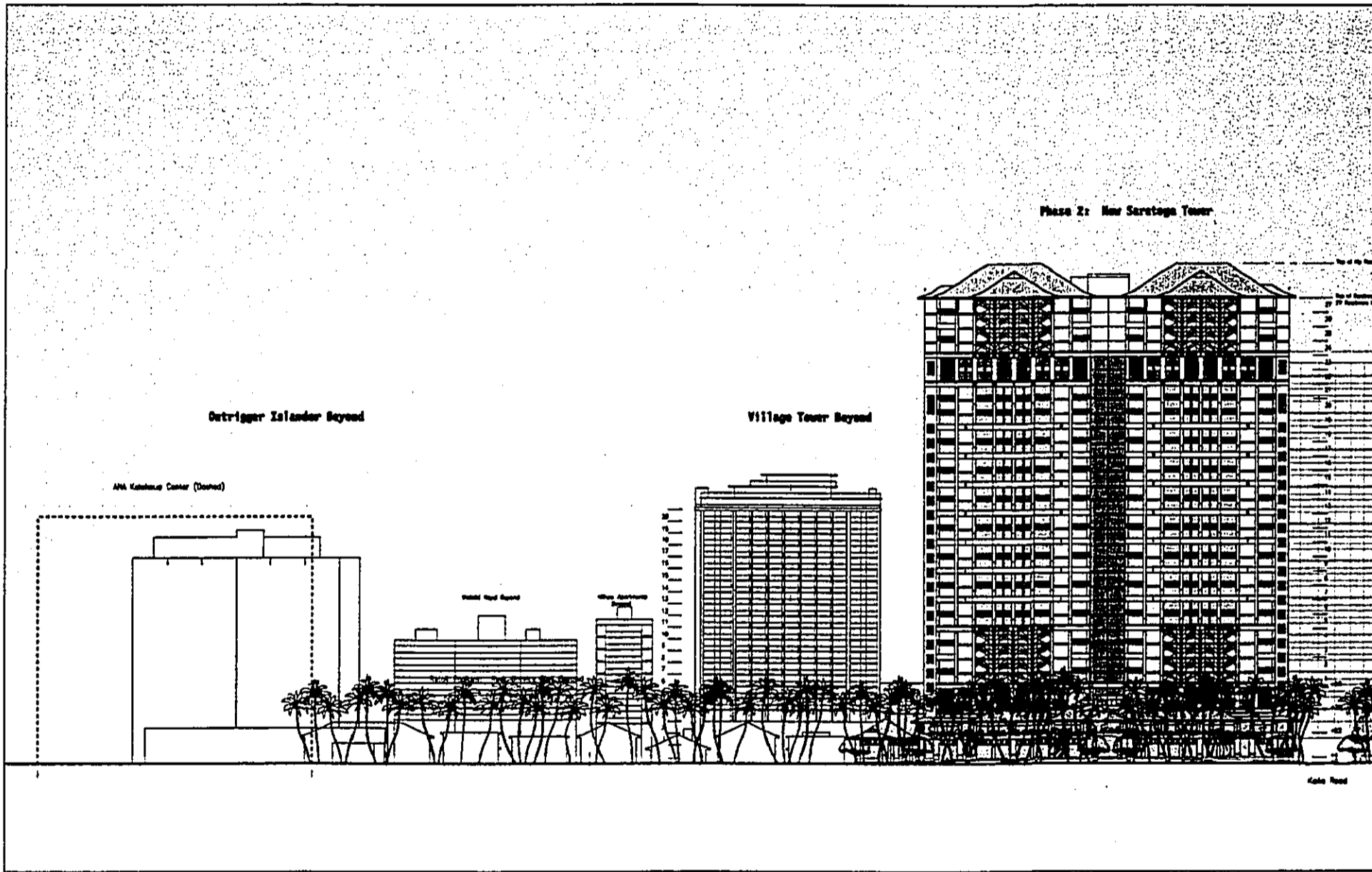




Roof (+56 Feet Elevation)

Waikiki Beach Walk

Figure 3-8



Saratoga Road Looking Diamond Head

Waikīkī Beach Walk

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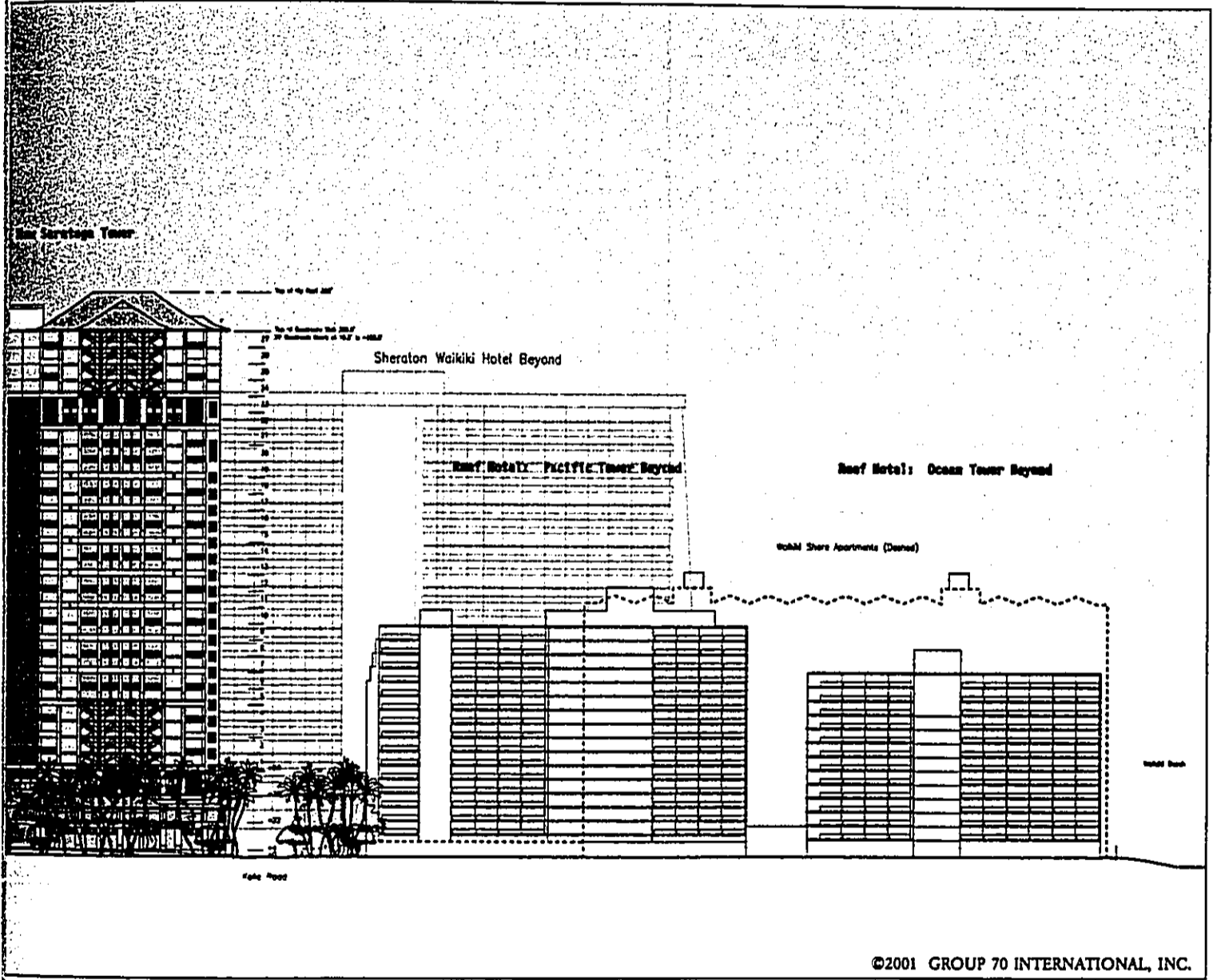
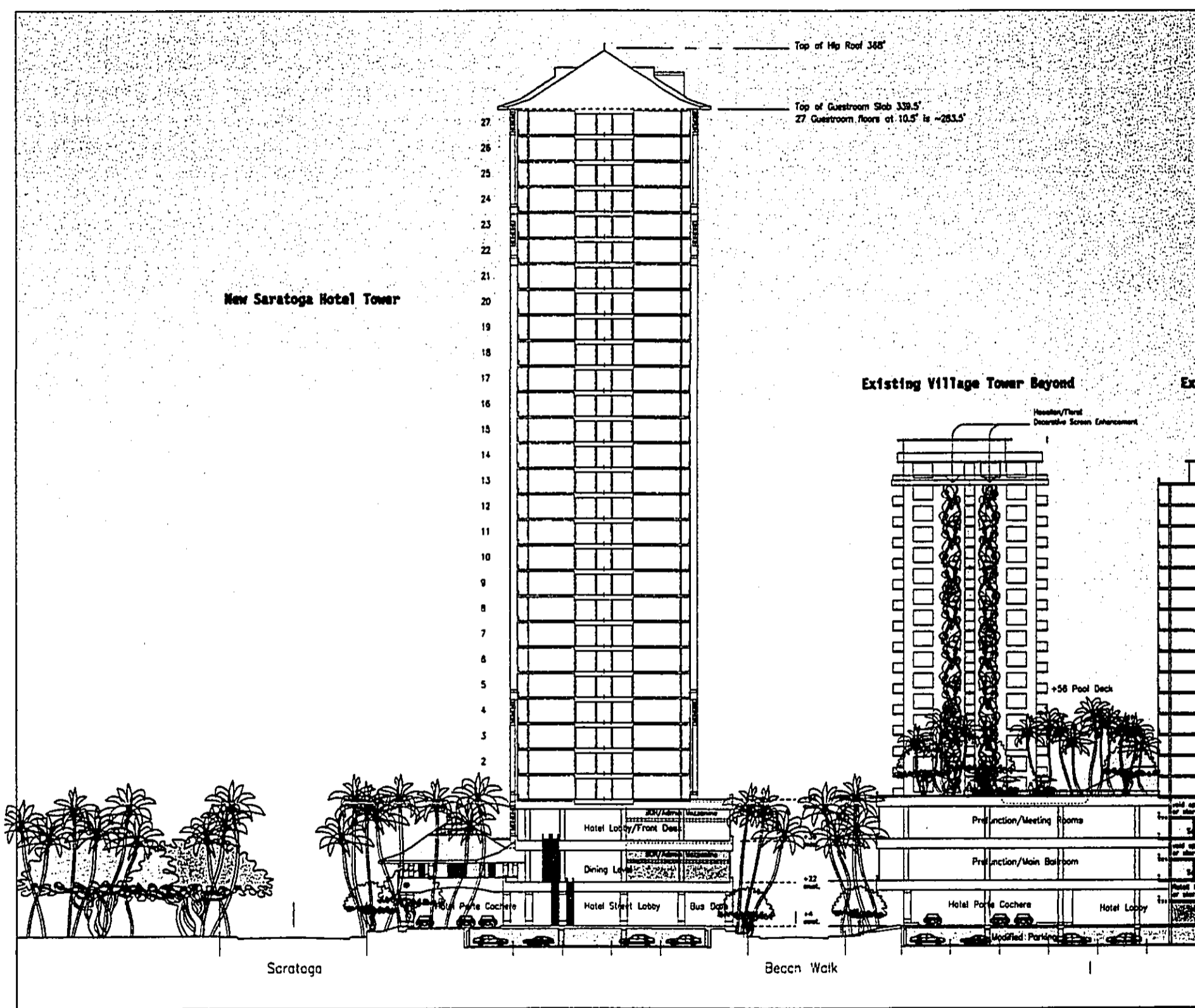


Figure 3-9



Waikiki Tower/New Saratoga Tower Section Looking Mauka

Waikiki Beach Walk

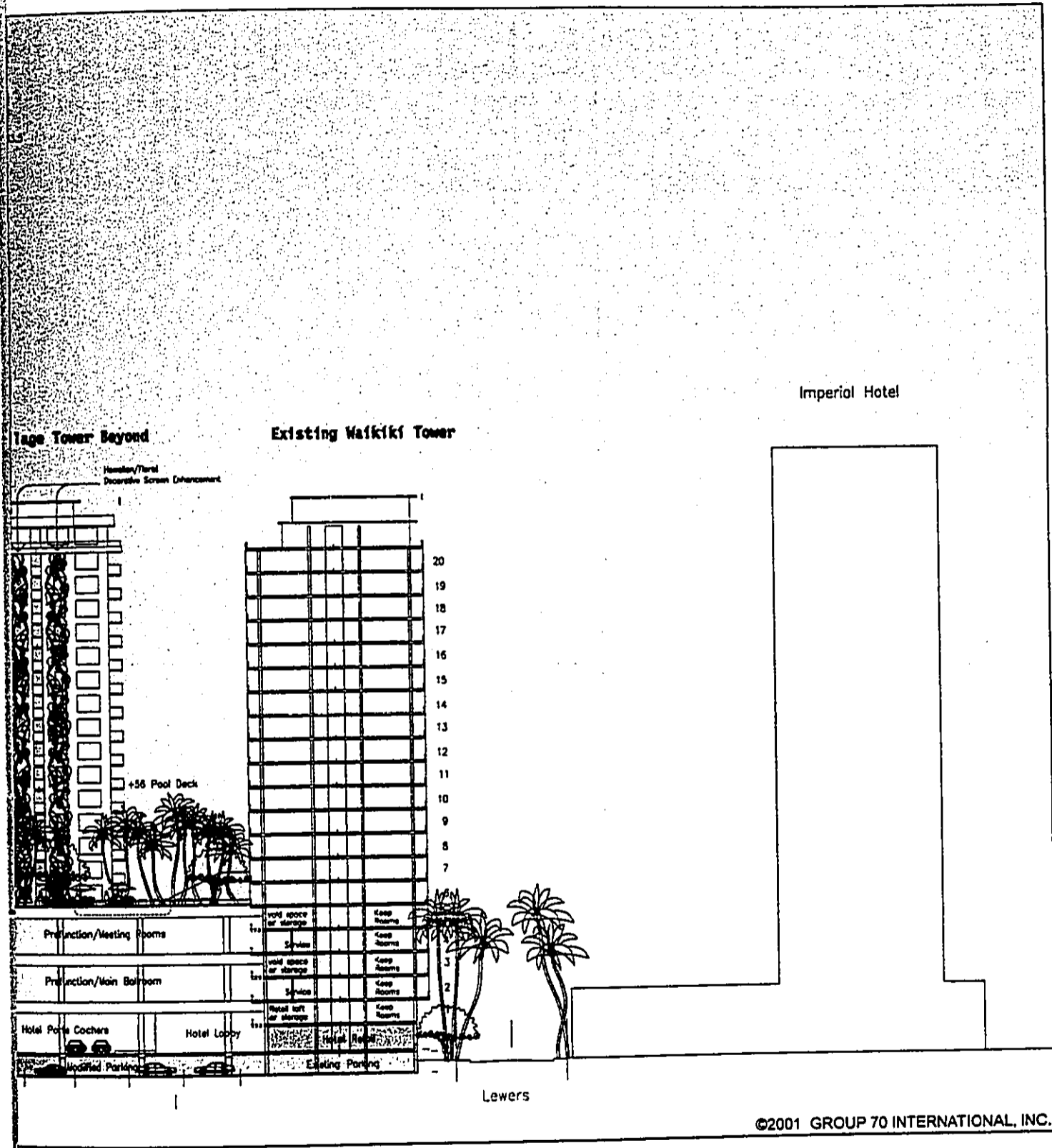
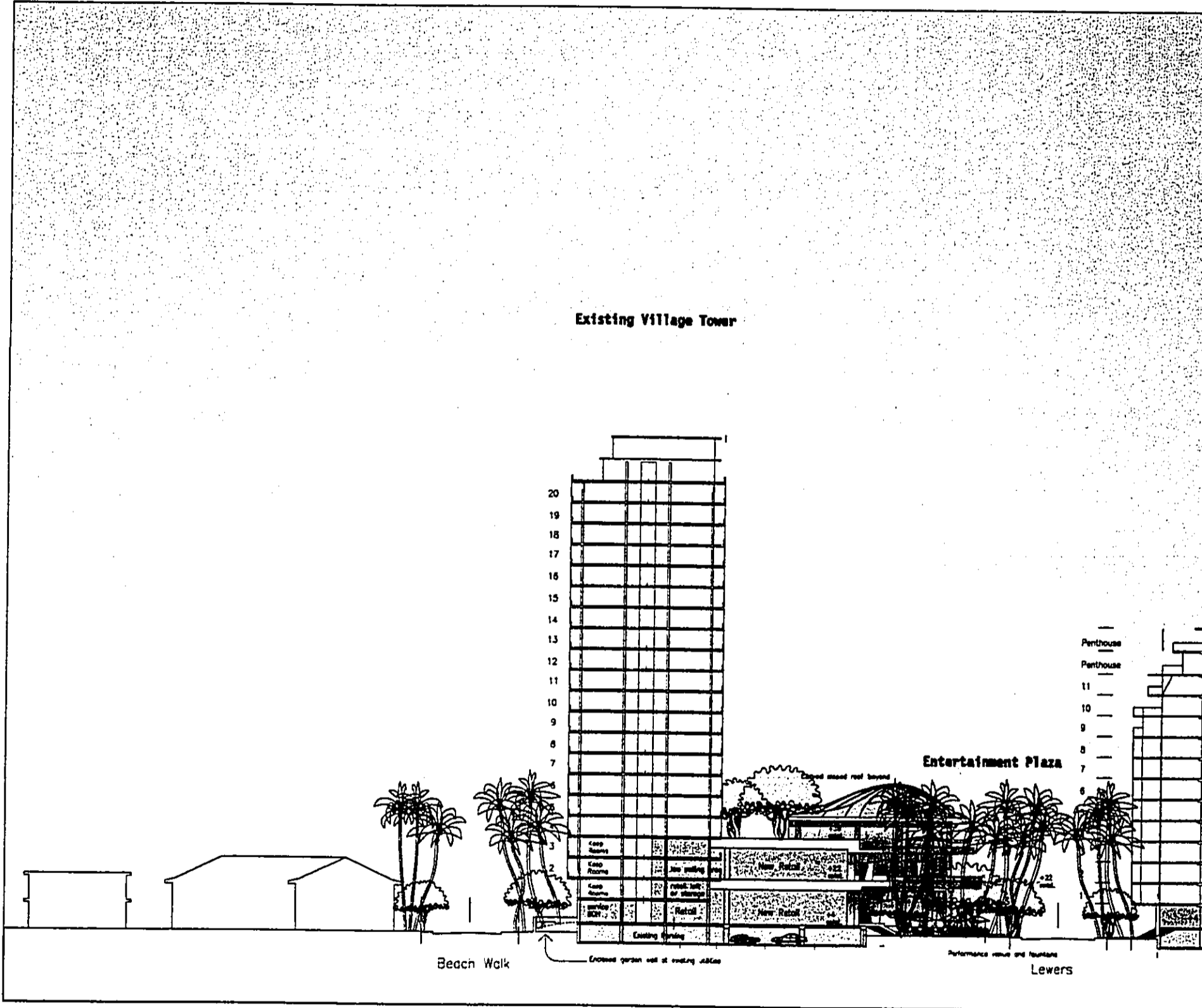


Figure 3-10



Main Plaza Section Looking Mauka

Waikīkī Beach Walk

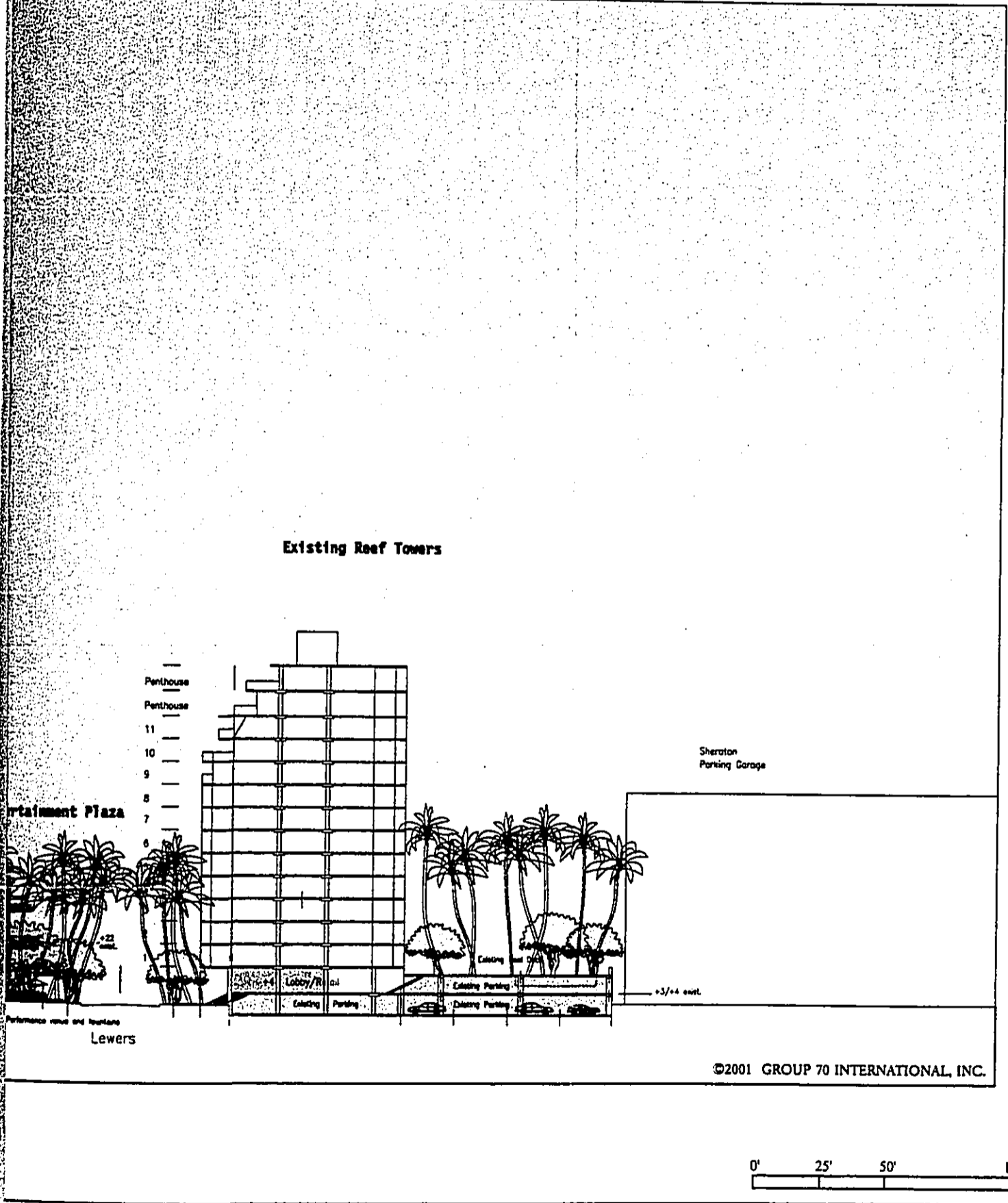
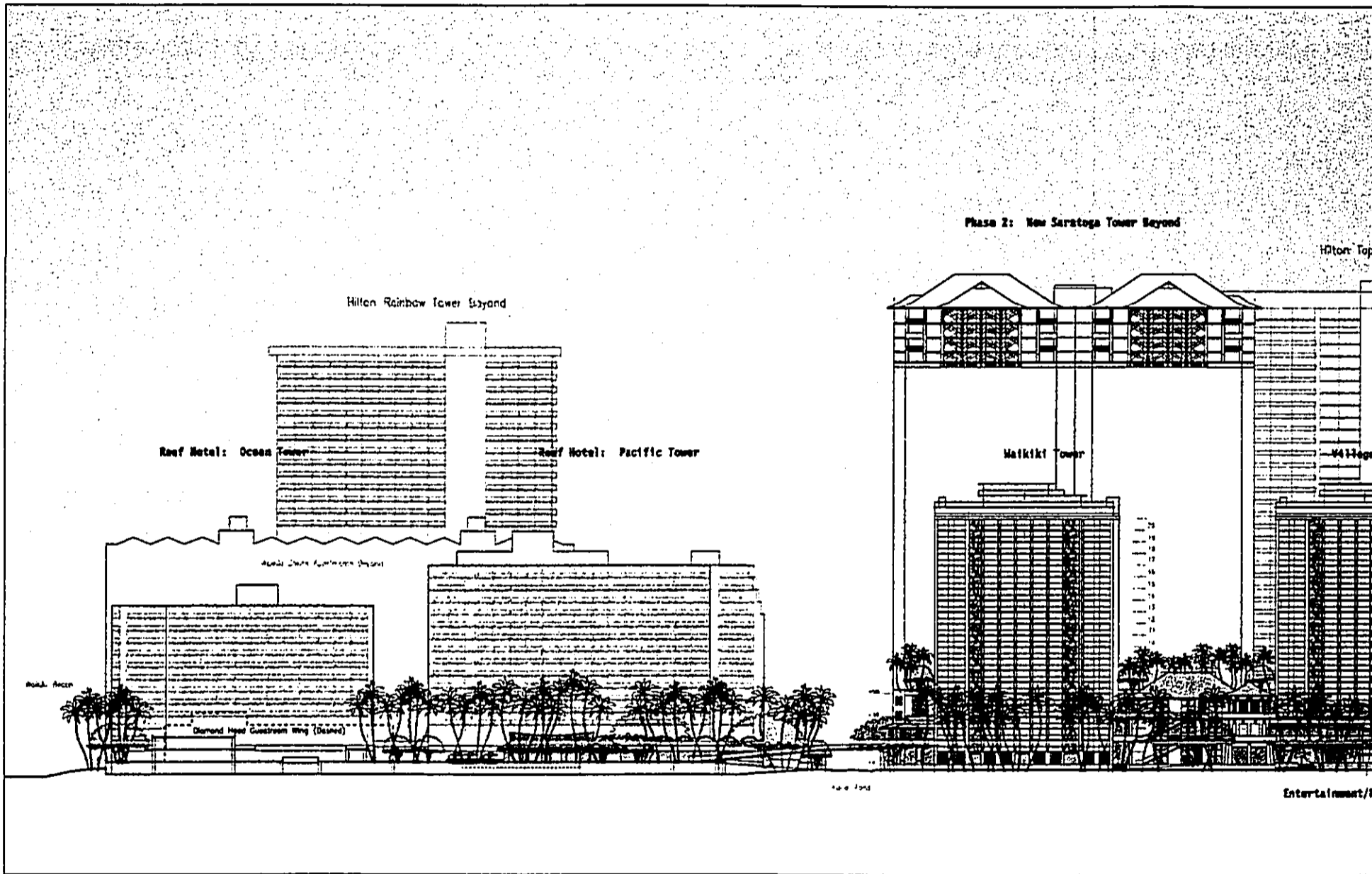


Figure 3-11



Lewers Street Looking 'Ewa
Waikiki Beach Walk

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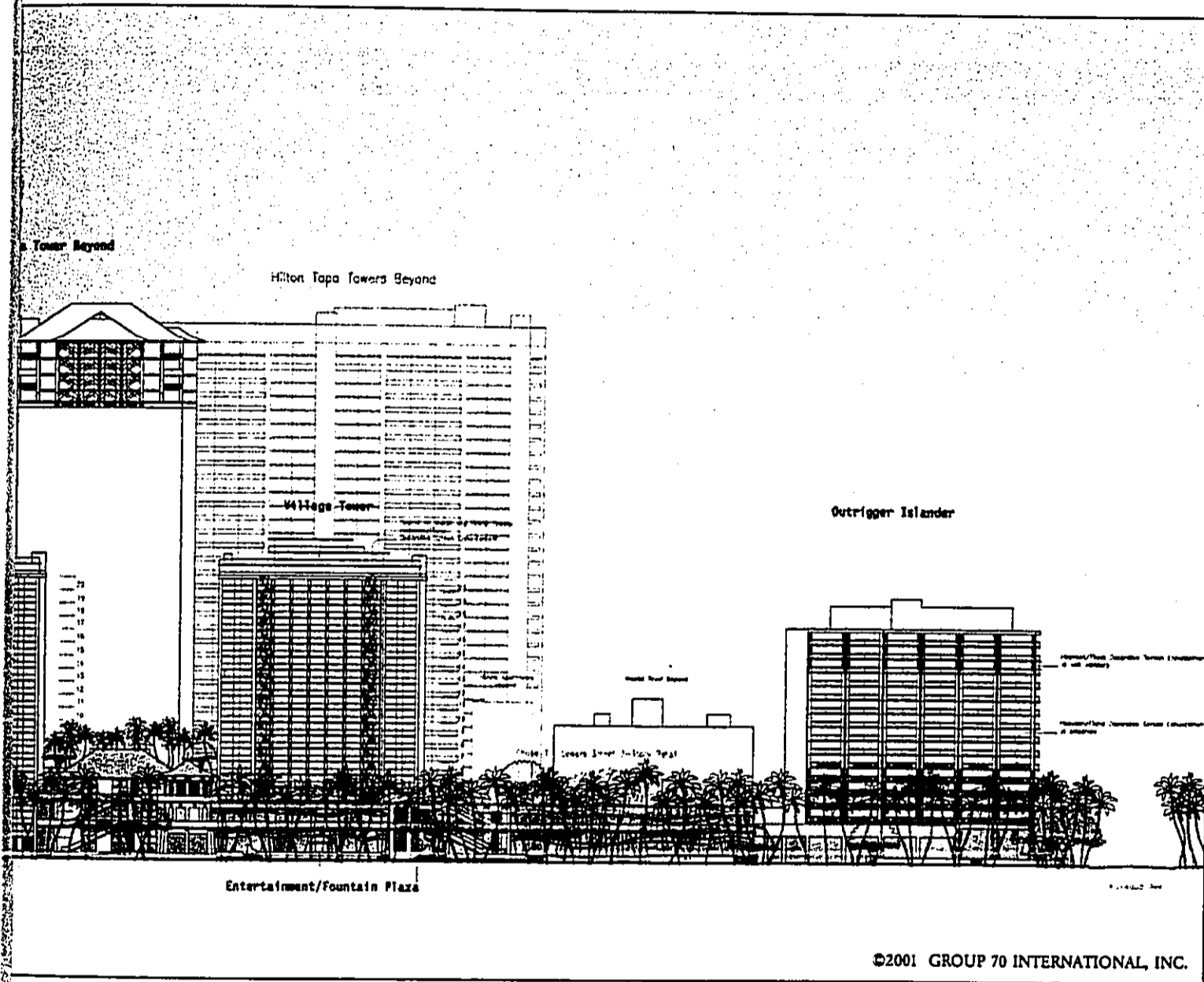


Figure 3-12



The Reef on the Beach porte cochere and public areas will be remodeled to visually tie the new hotel with the existing properties. Rooms in the Islander Waikiki will also be upgraded in Phase 2.

3.2.2 Hotels

Outrigger Enterprises, Inc. currently operates 3,102 hotel rooms in the Waikiki Beach Walk project area. The total number of rooms will decrease in Phase 1 and will increase upon completion of Phase 2 construction (Tables 3-1 and 3-2).

Phase 1

The Phase 1 development of the entertainment retail promenade and public gathering space along Lewers Street will involve a net reduction of 436 existing hotel rooms in the project area. Of this total, 348 are located in the 'Ohana Edgewater, Edgewater Lanais, and 'Ohana Coral Seas hotels and will be completely demolished. The remaining 88 rooms will be eliminated with the extensive reconstruction of the lower floors of the 'Ohana Waikiki Tower and 'Ohana Waikiki Village hotels.

During the renovation of the 'Ohana Waikiki Tower and 'Ohana Waikiki Village hotels, all of the guestrooms on floors 1-4 and most on floors 5-6 will be demolished. These areas will become part of a new 4-level podium connecting the two towers. The podium will contain the 'Ohana hotel's lobby, portions of the new entertainment-retail, meeting and banquet facilities, back-of-house areas, and the pool deck.

The remaining rooms in the 'Ohana Waikiki Tower and 'Ohana Waikiki Village will undergo a major renovation and upgrade to a three star standard. The 'Ohana Reef Towers rooms and street level spaces will also be refurbished during Phase 1.

Phase 2

Phase 2 construction will demolish 221 existing 'Ohana class hotel rooms at the ~~Outrigger- Reef~~ Lanais, Royal Islander and Malihini hotels. A new 891-room Outrigger class hotel will be constructed on the site fronting Saratoga Road. With the construction of this new hotel there will be a total of 3,336 new or renovated hotel rooms, representing a net increase of 234 rooms in the project area.





**Table 3-1
Disposition of Existing Buildings**

Existing Use	Phase 1	Phase 2
Outrigger Islander Waikiki	Retain	Upgrade
Ohana Reef Towers	Upgrade	Retain
Outrigger Reef On The Beach	Redevelop (por)	Upgrade
Malihini Hotel	Retain	Demolish
Ohana Reef Lanai	Retain	Demolish
Ohana Royal Islander	Retain	Demolish
Ohana Waikiki Village	Redevelop (por)	--
Ohana Waikiki Tower	Redevelop (por)	--
Edgewater Lanais	Demolish	--
Ohana Coral Seas	Demolish	--
Carl's Jr. Restaurant	Demolish	--
Ohana Edgewater	Demolish	--
Outrigger Saratoga Hotel (New)	--	Construct

**Table 3-2
Existing and Proposed Hotel Room Count**

Hotel	Existing Rooms	Phase 1		Phase 2			Proposed Rooms
		Demo	Retain	Demo	Retain	New	
Ohana Reef Towers	480	0	480	0	480		480
Outrigger Islander Waikiki	287	0	287	0	287		287
Outrigger Reef on the Beach	885	0	885	0	885		885
Retained Hotels Subtotal	1,652	0	1,652	0	1,652		1,652
Phase 1							
Edgewater Lanais	55	55	0		0		0
Ohana Coral Seas	109	109	0		0		0
Ohana Waikiki Village	442	33	409	0	409		409
Outrigger Edgewater	184	184	0		0		0
Ohana Waikiki Tower	439	55	384	0	384		384
Phase 1 Subtotal	1,229	436	793		793		793
Phase 2							
Ohana Reef Lanai	110	0	110	110	0		0
Malihini Hotel	10	0	10	10	0		0
Ohana Royal Islander	101	0	101	101	0		0
New Outrigger Saratoga Hotel						891	891
Phase 2 Subtotal	221	0	221	221	0	891	891
Totals	3,102	436	2,666	221	2,445	891	3,336
<i>Total Increase in Hotel Rooms</i>							234



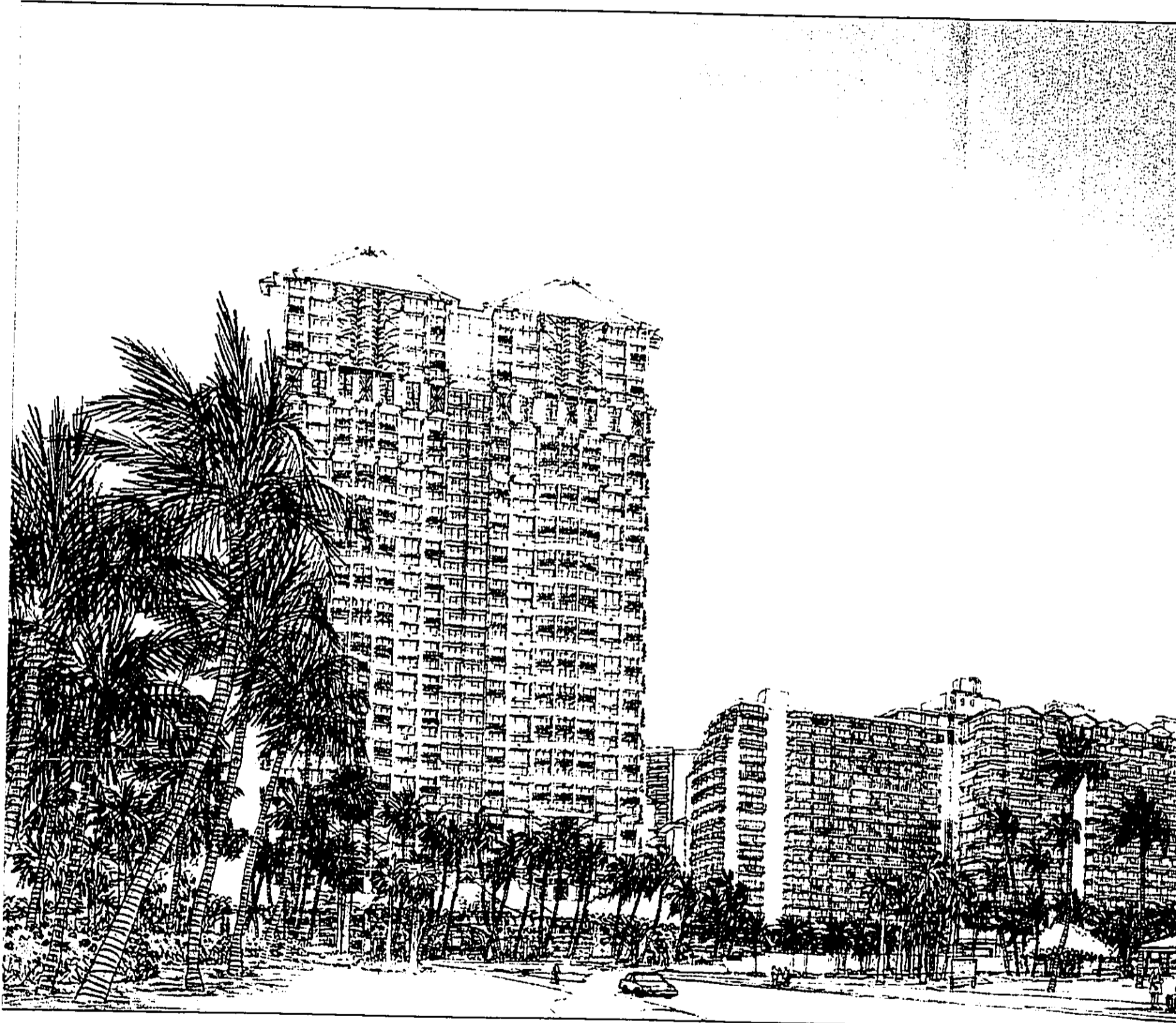


Kālia Road Looking Diamond Head

Waikīkī Beach Walk

Figure 3-13

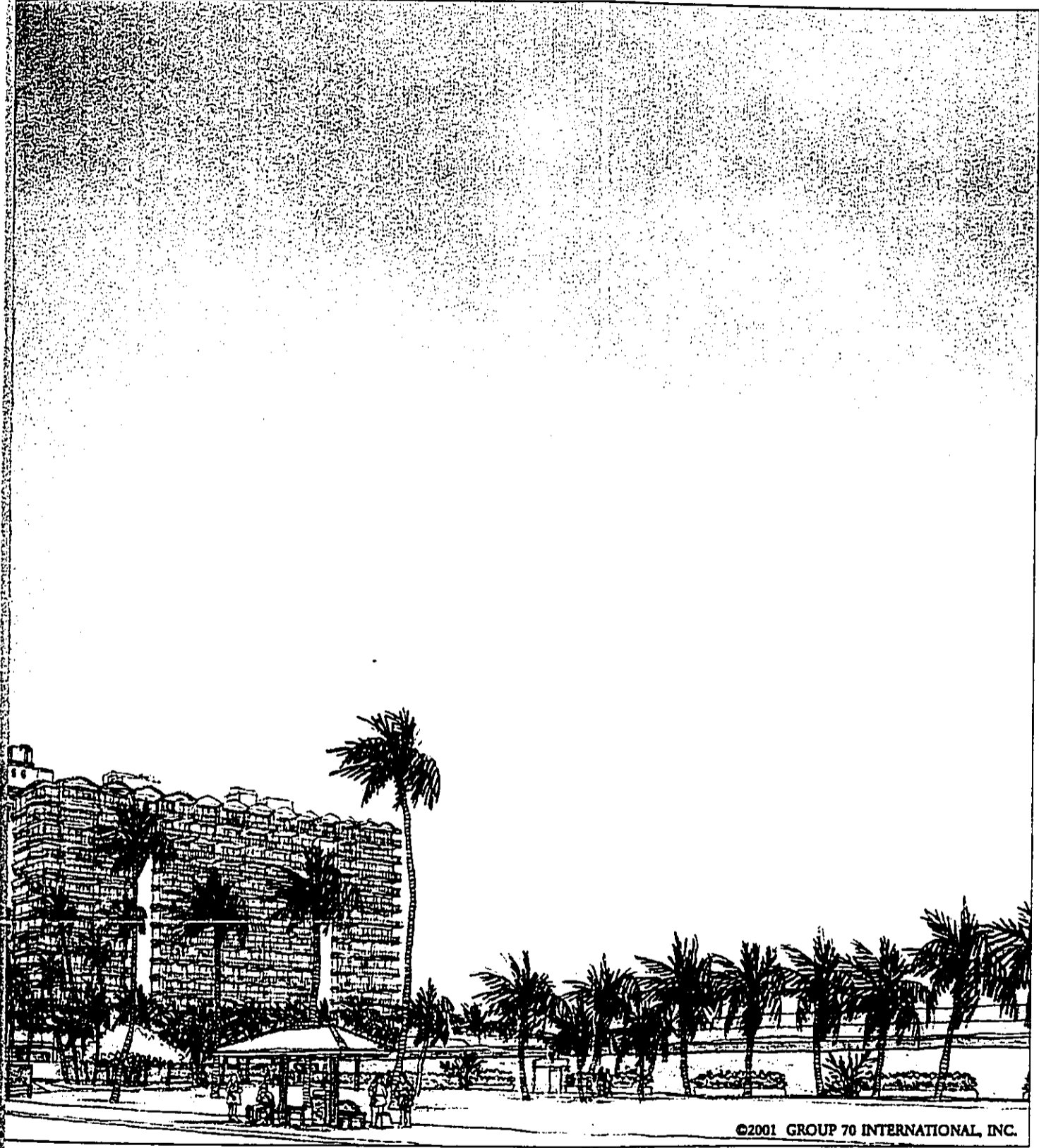
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Kālia Road View Looking Diamond Head

Waikīkī Beach Walk

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Figure 3-14



3.2.3 Retail, Entertainment, and Meeting Space

The design of the Lewers Street promenade will transform the existing crowded street into a retail and entertainment destination. The core of the Waikiki Beach Walk project, the Edgewater Plaza and surrounding area, will host restaurants, shopping, local arts and crafts, and entertainment, all in a safe, fun and engaging setting. The shops in this space are expected have a distinctive local flavor, providing goods and services identified with Hawai'i and are high in quality and moderate in pricing. These shops are not intended to focus on the high-end luxury market but are anticipated to fill an existing void of quality merchandise reflective of our home in the Pacific. Regularly scheduled entertainment will also be available in the plaza for all to enjoy.

New retail spaces will also be designed into the renovated Waikiki Tower and Waikiki Village hotels during Phase 1, and the new Saratoga Hotel in Phase 2, as shown in Table 3-3 (FEIS Revised). These spaces will include group tour sales, food and beverage outlets, and shops. A 10,000 square foot showroom will provide an upgraded space for a permanent show and frequent special events. Retail space in the Reef Towers hotel will be refurbished in a theme consistent with the Edgewater Plaza shops.

Inclusion of new entertainment space will be a part of the project design. A Hawaiian Music Preservation Hall, patterned after the New Orleans Jazz Preservation Hall, will serve to perpetuate the history, unique significance and influence, and continuing evolution of Hawaiian music and dance. The Preservation Hall will be located in the retail promenade and will be active in organizing the programs and entertainment provided in the Edgewater Plaza. Current plans call for the Preservation Hall to be managed by a non-profit entity. Programs and attractions are still in the formative stages and a business plan has not yet been developed. Food and beverage operations, entertainment fees, and other potential revenue sources are necessary considerations.

An additional facility will serve as a central one-stop resource center that will house a variety of visitor information and assistance services. The Hale Aloha Visitor Center will provide a wide range of hospitality services including newspapers (local, national, and international), Internet access to information on entertainment activities in Waikiki in multiple languages, special exhibits, and other related offerings. The Visitor Center will be open free to the public.

A convention/meeting space will be designed into the new podium connecting the Waikiki Tower and Waikiki Village hotels. A large banquet room and pre-function area will be established on the second floor, with smaller meeting rooms located directly above on the third floor. As shown in Table FEIS 3-a, F total meeting space will be approximately ~~18,000~~ 21,000 square feet, hosting events such as corporate meetings, small conventions, non-profit functions, and wedding receptions.





Table 3-3 (DELETED)
Existing and Proposed Retail Space

Portion of Project Site	Existing R/E	Phase 1			Phase 2			Proposed R/E
		Demo	Retain	New	Demo	Retain	New	
Retained Hotels	72,970	0	72,970	0	0	72,970	0	72,970
Phase 1 Area	49,020	49,020	0	71,710	0	71,710	0	71,710
Phase 2 Area	7,310	0	7,310	0	7,310	0	30,580	30,580
Totals	129,300	49,020	80,280	71,710	7,310	144,680	30,580	175,260

Table 3-3 (FEIS Revised)
Existing and Proposed Retail and Entertainment Space

Portion of Project Site	Existing R/E	Phase 1			Phase 2			Proposed R/E
		Demo	Retain	New	Demo	Retain	New	
Retained Hotels	73,030	0	73,030	0	0	73,030	0	73,030
Phase 1 Area	49,020	49,020	0	71,710	0	71,710	0	71,710
Phase 2 Area	7,950	0	7,950	0	7,950	0	30,580	30,580
Totals	130,000	49,020	80,980	71,710	7,950	144,740	30,580	175,320

Table FEIS 3-a
Existing and Proposed Meeting Space

Portion of Project Site	Existing Meeting Facilities	Phase 1			Phase 2			Proposed Meeting Facilities
		Demo	Retain	New	Demo	Retain	New	
Existing Retained Hotels	3,570	0	3,570	0	0	3,570	0	3,570
Redeveloped Phase 1 Area	0	0	0	17,350	0	17,350	0	17,350
Redeveloped Phase 2 Area	0	0	0	0	0	0	0	0
Totals	3,570	0	3,570	17,350	0	20,920	0	20,920





3.2.4 Open Space, Landscape Plan and Public Areas

The centerpiece of the Waikiki Beach Walk project will be a large open-air plaza designed to capture the ambience of vintage Waikiki. This plaza is intended to be a premier venue in Waikiki for authentic Hawaiian cultural events, artists' demonstrations and performances.

The Edgewater Plaza, the retail promenade, and surrounding Outrigger hotel lobbies and retail areas will be open to the public. This new plaza, together with the widening of sidewalks and moving of building density away from Lewers Street and Saratoga Road, will open more of the area to the sky and significantly increase the sense of openness in the project area for the general public.

Shade trees and palm trees, native vegetation and water features will enhance the public areas, encouraging people to visit, relax, and enjoy the space. Areas will be created in the plaza for musicians, artisans, and others who practice Hawaiian cultural activities to showcase their talents and crafts. The result will be a dynamic pedestrian street level experience in an area currently characterized by traffic congestion and crowded sidewalks.

The Conceptual Landscape Plan for Waikiki Beach Walk is illustrated in Figures FEIS 3 b and FEIS 3-c. The objective of the landscape design is to enhance the Hawaiian sense of place expressed in the project's architecture through the use of:

- Native Hawaiian plants and materials;
- Polynesian-introduced plants and exotic plants that have come to represent Hawai'i;
- Themes that reflect the history of Waikiki as a gathering place and as a spiritual and healing center known as Kawehewehe.

Coconut Palms will be the unifying landscape element throughout the project. The palms allow for a large canopy of fronds, while only requiring a minimal amount of area on the ground plane.

Table 3-4 (FEIS Revised), and Figures FEIS 3-d and FEIS 3-e describe existing and proposed open space in the project area. As shown on Figure FEIS 3-d, there is no true public open space in the existing project area. Front yards and side and rear building setback areas make up about one-half of the existing open space areas. The remaining 50% of existing open space is in areas that are not open to the public. The project will provide the Edgewater Plaza in place of existing spaces that, while technically meeting the definition of open space, provide little or no visual benefit, and no public access. Generally, front yard building setbacks will be greater with the project than they are now. Existing open space that has some value will be retained, and much of that which hidden from public view will be replaced with the Edgewater Plaza and increased street-side landscaped areas.





Table 3-4 (DELETED)
Existing and Proposed Open Space

Hotel / Other Primary Use	Total Area	Existing Open Space	Phase 1			Phase 2			Proposed Open Space
			Demo	Retain	New	Demo	Retain	New	
Retained Hotels Subtotal	185,998	44,705	0	44,705	0	0	44,705	0	44,705
Phase 1 Area Subtotal	112,976	15,367	15,367	0	27,840	0	27,840	0	27,840
Phase 2 Area Subtotal	45,246	14,538	0	14,538	0	14,538	0	6,835	6,835
Totals	344,220	74,610	15,367	59,243	27,840	14,538	72,545	6,835	79,380

Note: LUO Definition of "Open Space" was used in determining the areas indicated in this table.

Table 3-4 (FEIS Revised)
Existing and Proposed Open Space

Hotel / Other Primary Use	Total Lot Area	Existing Open Space	Phase 1			Phase 2			Proposed Open Space
			Demo	Retain	New	Demo	Retain	New	
Retained Hotels Subtotal	176,987	38,344	0	38,344	0	0	38,344	0	38,344
Phase 1 Area Subtotal	112,976	17,513	18,621	0	27,839	0	27,839	0	27,839
Phase 2 Area Subtotal	45,133	15,301	0	15,301	0	15,301	0	6,833	6,833
Totals	335,096	71,158	18,621	53,645	27,839	15,301	66,183	6,833	73,016

Note: LUO Definition of "Open Space", as provided in Section 10-23 of the LUO, was used in determining the areas indicated in this table.

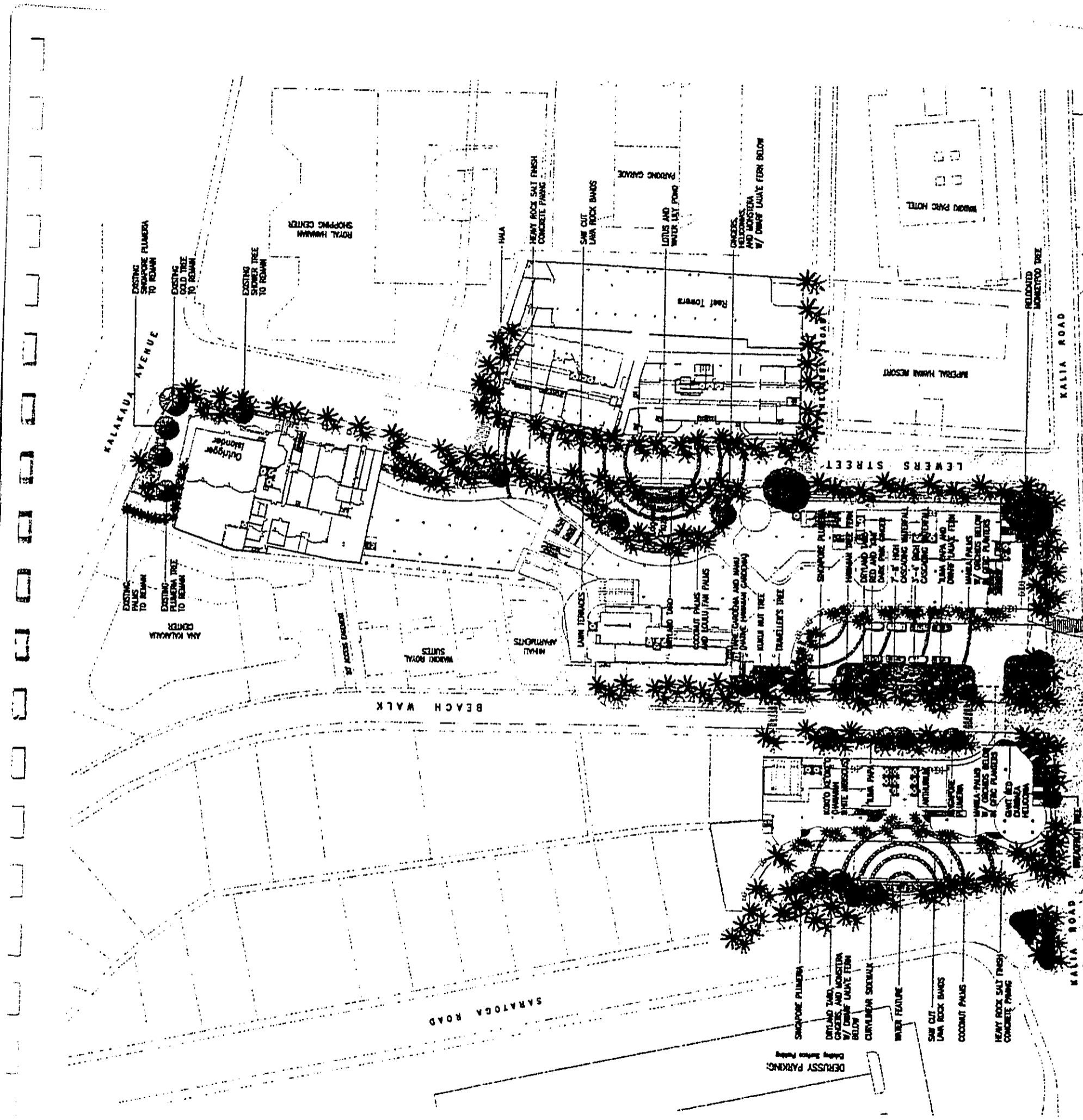
3.2.5 Roadways And Circulation

The Waikiki Beach Walk project, when fully implemented, will better organize and accommodate traffic in the Lewers-Kalia-Saratoga area, and will disperse a significant amount of vehicular traffic away from Lewers Street. New porte cocheres, loading areas, parking entrances and a bus staging area will alleviate the congestion, noise, and safety hazards which currently exist on Lewers Street and Beach Walk.

Roadways

No major roadway construction or alterations are proposed with this project. Helumoa Road, between Lewers Street and Beach Walk, will be purchased from the City and County of Honolulu and permanently closed for Phase 1 construction. Helumoa is a substandard local street that operates as a one-way Diamond Head bound lane. The road is underutilized and very little if any impact is expected from its closure. Closure of Helumoa is a critical component to the Waikiki Beach Walk project, allowing the





KALAKAUA AVENUE

EXISTING SINGAPORE PLUMERIA TO REMAIN

EXISTING GOLD TREE TO REMAIN

EXISTING SHOWER TREE TO REMAIN

EXISTING PALMS TO REMAIN

EXISTING PLUMERIA TREE TO REMAIN

AMA KALAKAUA CENTER

BEACH WALK

MARKO ROYAL SUITES

MINI SUITES

LAWN TERRACES

COCONUT PALMS AND LOUAI PALMS

REEF TOWERS

TRAVELLER'S TREE

SINGAPORE PLUMERIA

HAWAIIAN TREE FERN

7-8' HIGH CASCAING WATERFALL

Y-3' HIGH CASCAING WATERFALL

WALUA PALMS

WALUA PALMS

WALUA PALMS

SARATOGA ROAD

DERUSSY PARKING

SINGAPORE PLUMERIA

DRYLAND TANO, ORCHIDS, AND MONSTERA BY DRIVEWAY FERN BELOW

CURLY LEAF SODWALK

WATER FEATURE

SAW CUT LAVA ROCK BANDS

COCONUT PALMS

HEAVY ROCK SALT FINISH CONCRETE PAVING

HEAVY ROCK SALT FINISH CONCRETE PAVING

SAW CUT LAVA ROCK BANDS

PARKING CANALS

LOTS AND WATER WAY POND

CHECKERS, HAWAIIAN MONSTERA AND MONSTERA BY DRIVEWAY FERN BELOW

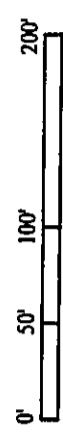
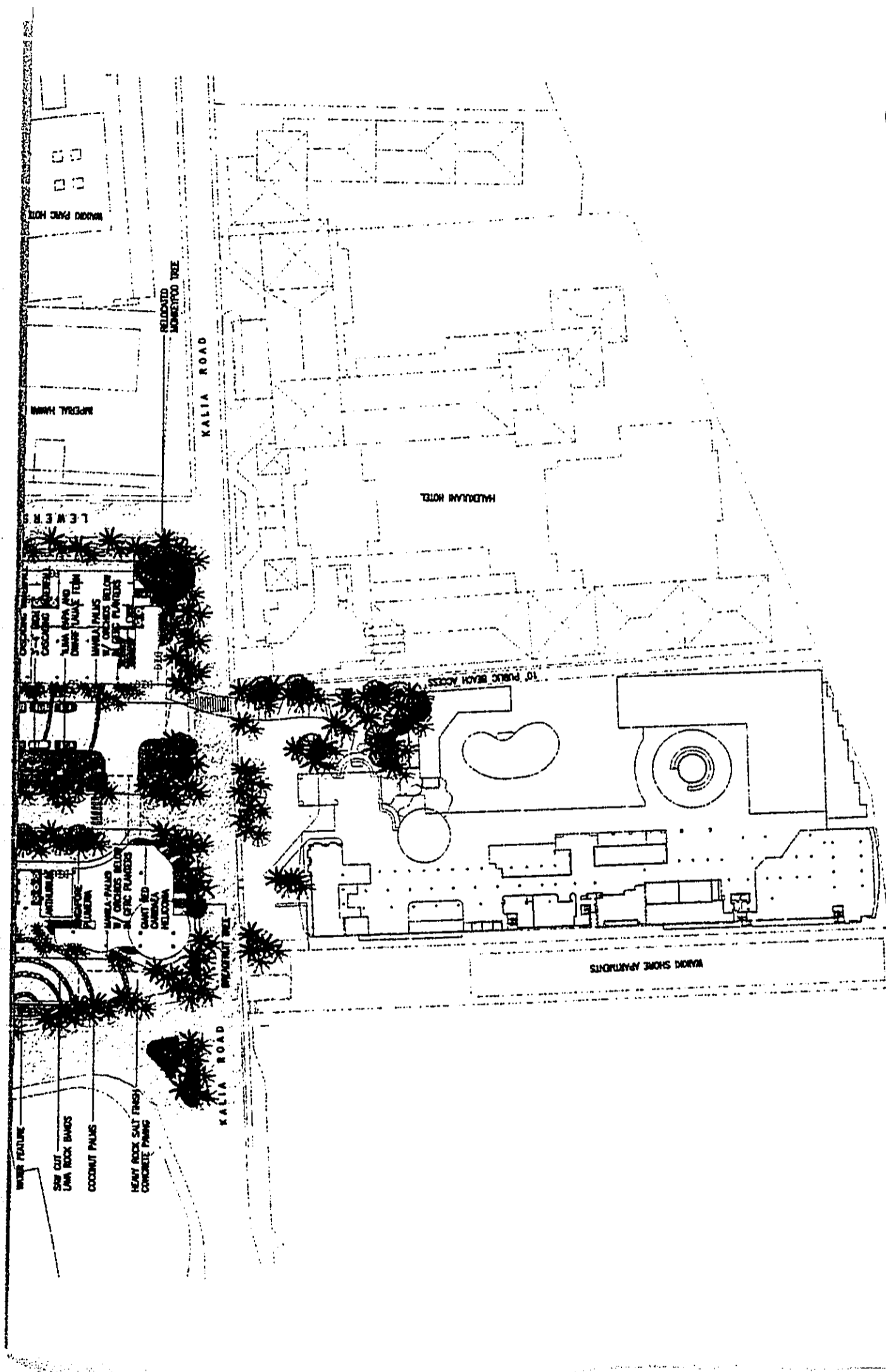
MARKO PARK HOTEL

IMPERIAL HAWAIIAN RESORT

LEWERS STREET

KALIA ROAD

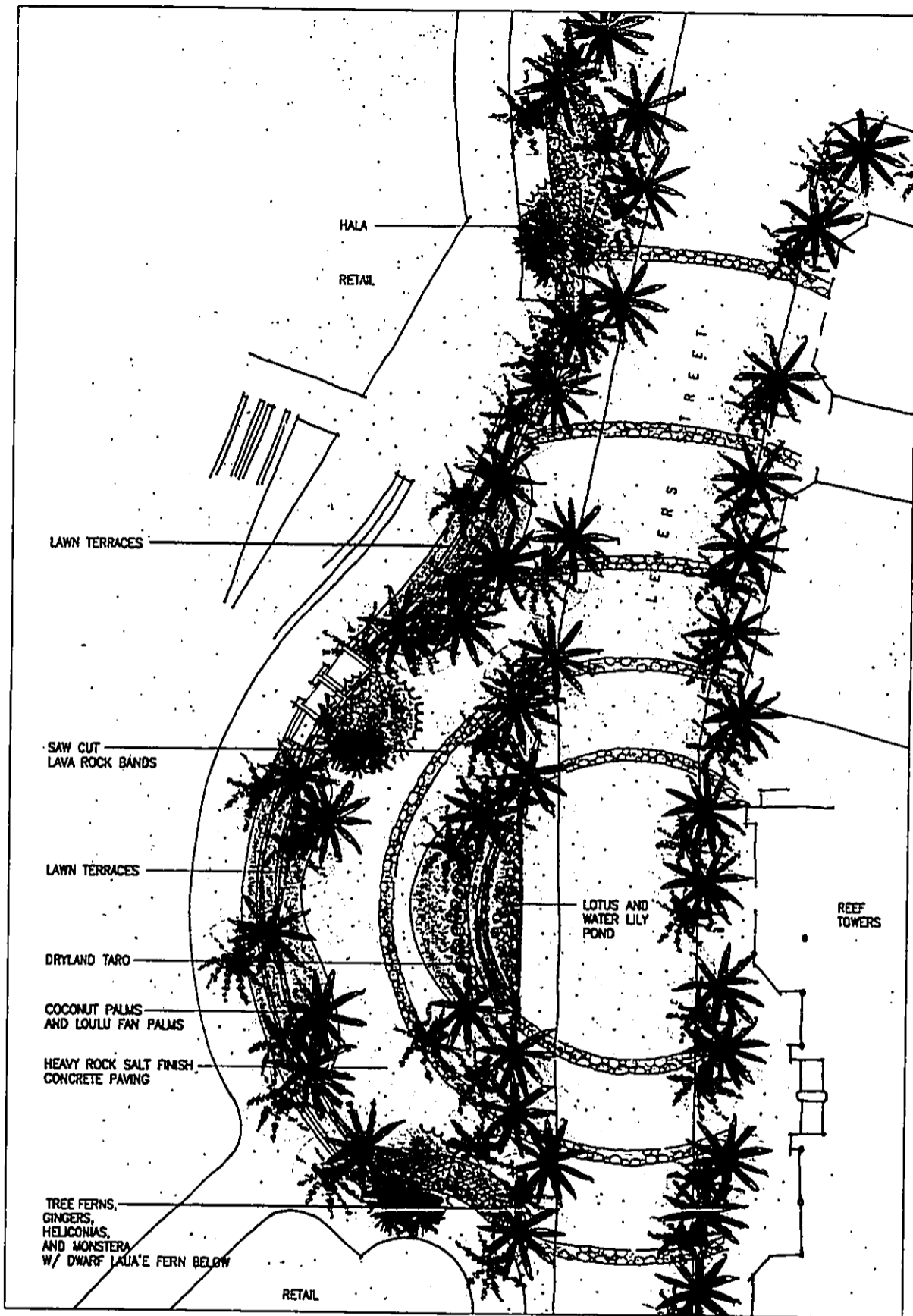
RELOCATED BANGKOK TREE



Project Area Conceptual Landscape Master Plan

Waikiki Beach Walk

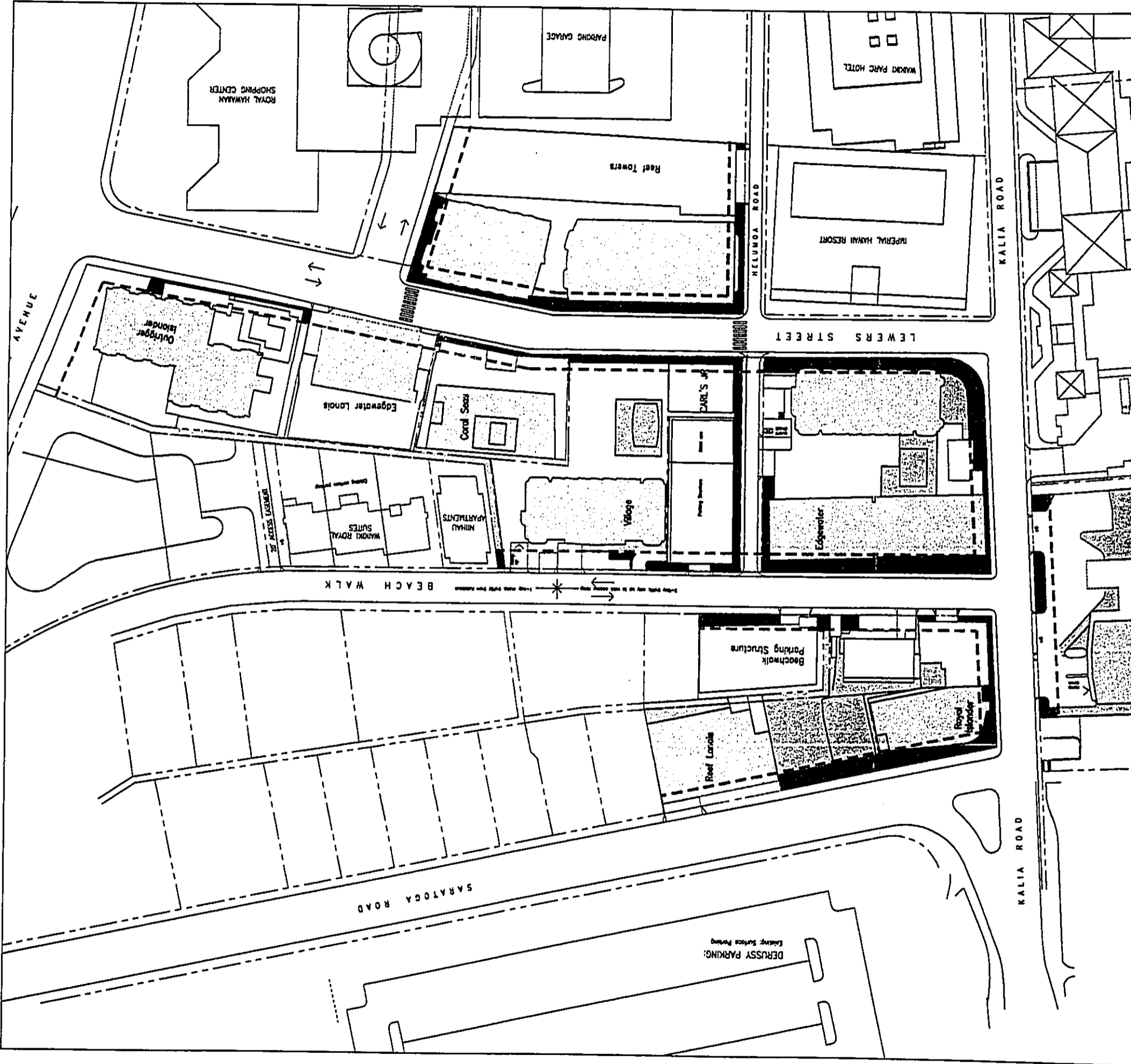
Figure FEIS 3-B

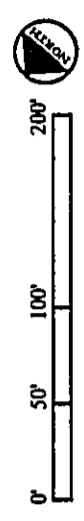
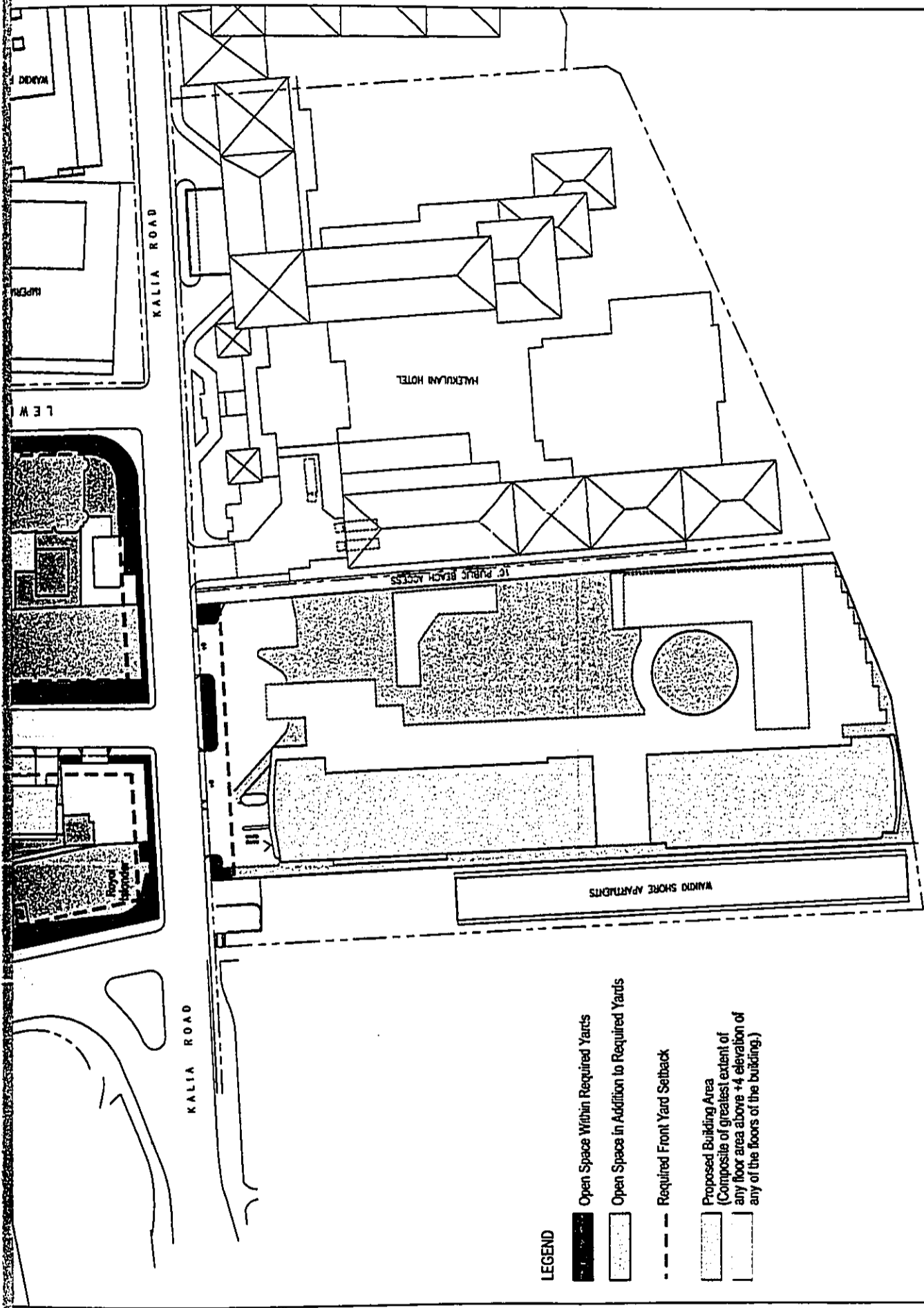


Edgewater Plaza Conceptual Landscape Plan

Waikiki Beach Walk

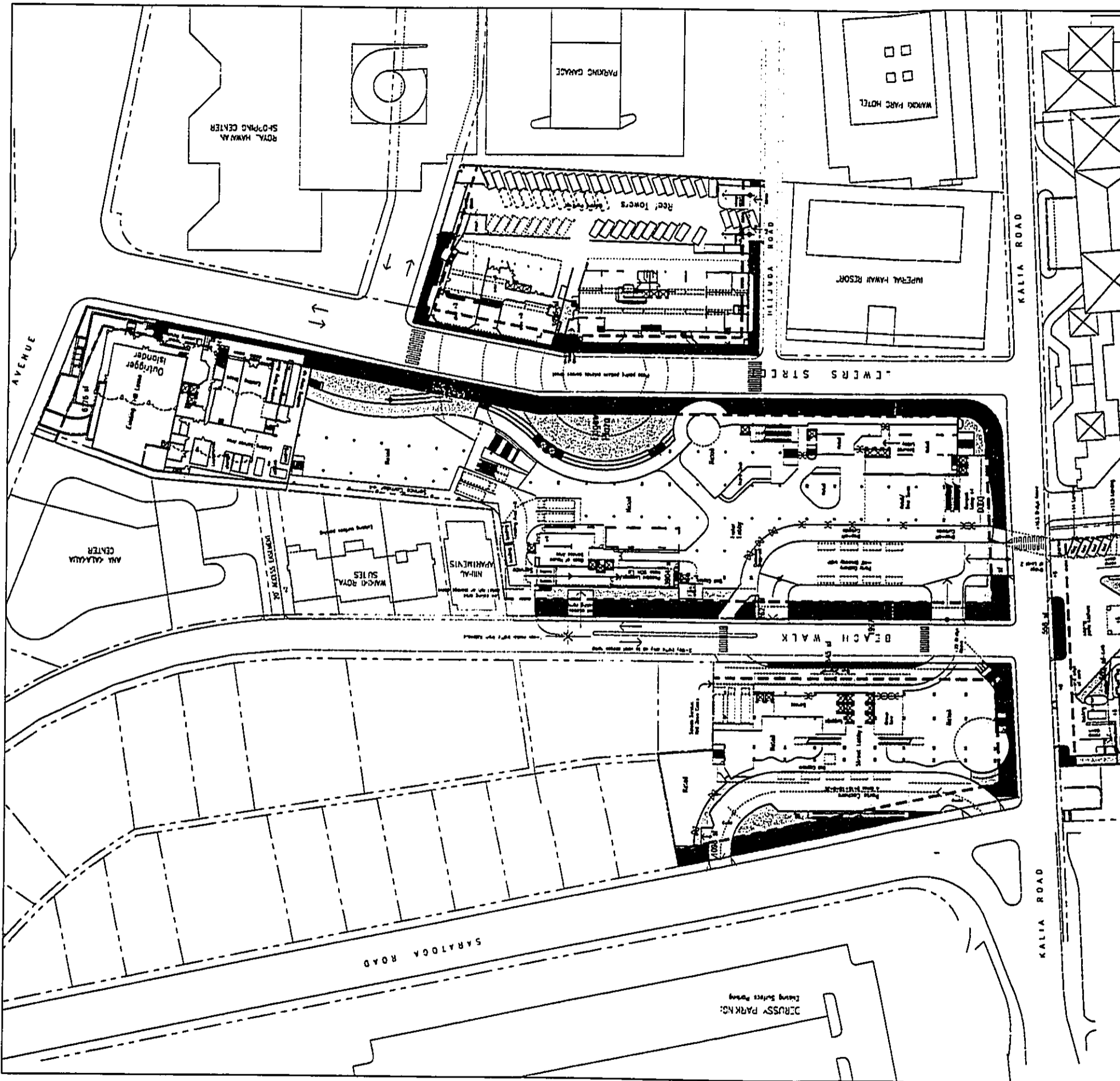
Figure FEIS 3-C

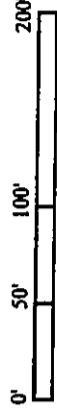
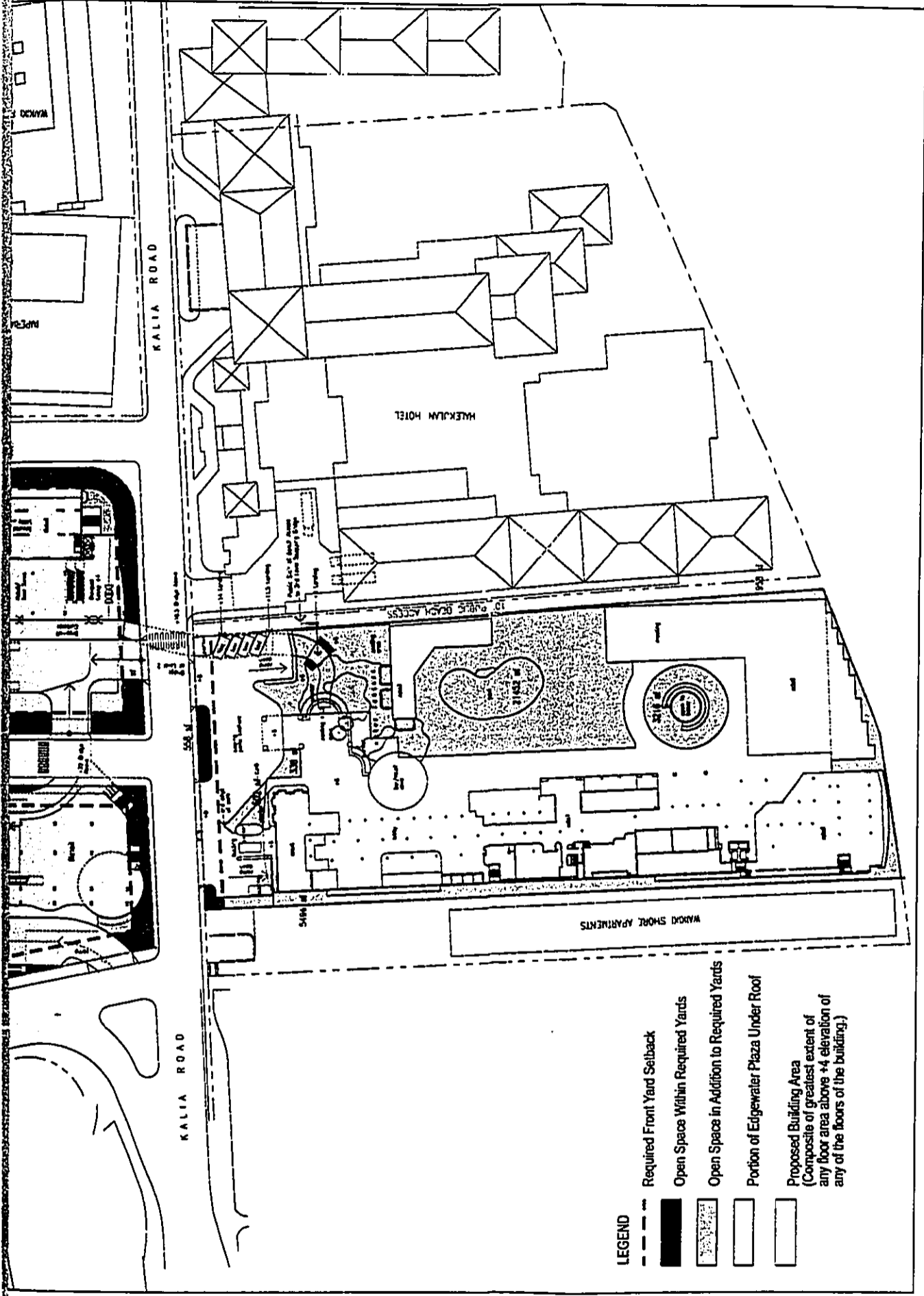




Existing Open Space
Waikiki Beach Walk

Figure FEIS 3-D





Proposed Open Space

Waikiki Beach Walk

Figure FEIS 3-E



hotel, retail promenade and open plaza to flow together in a cohesive design. Within the hotel portion of the complex, closure of the road provides the necessary site area to create the common lobby, banquet facilities and large pool deck for the Ohana Waikīkī Tower and Ohana Waikīkī Village. Also within this space, a distinctive porte cochere can be developed to serve both hotels, removing passenger loading and unloading activities from the street. Underground, two renovated parking areas will be connected across the Helumoa right-of-way, allowing coordinated and efficient operation of parking facilities.

A mauka-bound lane will be provided within the segment of Beach Walk running from Kālia Road to the proposed main parking entrance, as shown on the project site plan (refer to Figure 3-5). This will provide access from the new porte cochere serving the Waikīkī Tower and Waikīkī Village to the underground parking facility. This parking will be by valet only, and valets would drive the cars traveling mauka along this segment. The existing flow ma kai on Beach Walk will be maintained.

Although not a part of the proposed action, there is an on-going dialogue between Outrigger Enterprises, neighboring property owners, and the City and County of Honolulu regarding the possibility of closing the section of Lewers Street between Don Ho Lane and Helumoa Road. The purpose of this road closure would be to create an expanded public plaza between the entertainment-retail promenade and the 'Ohana Reef Towers. Lewers would remain a public street, owned by the City and County of Honolulu, and accessible to emergency and service vehicles. The plaza could be open to service vehicles in the early morning hours and closed for exclusive pedestrian use during the afternoon and evening. This alternative is described further in Section 7.

Passenger Drop Off

Currently there are a number of separate vehicle entrances to the hotels in the project area, and much of the passenger pickup and drop-off function occurs on City streets. This is confusing and potentially hazardous for drivers and pedestrians alike. Only the Outrigger Reef on the Beach contains an off-street passenger drop-off area. The Waikīkī Beach Walk project will maintain these areas and encourage safer loading and unloading by providing new drop-off areas in the redeveloped areas.

A new porte cochere will be constructed in Phase 1 to support the grand lobby for the refurbished Waikīkī Village and Waikīkī Tower hotels (Figure 3-15). Vehicles will enter from driveways on Beach Walk and Kālia Road and exit onto Beach Walk. The new Saratoga Hotel, to be constructed in Phase 2, will have its own porte cochere with entry and exit off of Saratoga Road. A bus driveway and passenger drop-off area will also be created at the rear of the new hotel, along its Beach Walk frontage. Combined, these drop-off areas will eliminate a significant amount of the traffic congestion and associated noise along Lewers Street, and will provide a much safer and more hospitable environment for both hotel guests and pedestrians in the area.





Parking

Redevelopment of existing properties and the construction of a new hotel will require the combination of on- and off-site parking. Existing on-site parking facilities will undergo renovation and reconfiguration. Off-site parking will be provided within the existing Fort DeRussy surface parking lot at Saratoga Road and Kālia Road.

The Waikīkī Beach Walk project will maintain existing parking at the Reef on the Beach, Waikīkī Islander, and the Reef Towers hotels. The new construction proposed in Phases 1 and 2 will organize vehicular circulation by creating centralized parking areas and reducing the number of individual driveways throughout the project area.

A single underground parking area will stretch between Beach Walk and Lewers Street from Kalākaua Avenue to Kālia Road. The parking area, created during Phase 1, will be accessed from two driveways, the existing Outrigger Islander Waikīkī parking ramp and the existing ramp off of Beach Walk. The new hotel on Saratoga Road will also have a level of belowground parking. Parking for the entire project area will be serviced by valet operations.

The number of painted parking spaces throughout the project area will total 646. Through the use of valet service, a higher number of vehicles can be accommodated at one time. An additional 250 parking stalls will be available to Outrigger consumers customers through a parking license with the US Army, increasing the total painted parking supply to 896 spaces. These spaces will be located directly across Saratoga Road from the new Saratoga Hotel.

The specific terms of the Fort DeRussy parking license have yet to be finalized. The preliminary agreement calls for 250 parking stalls to be made available to Outrigger for an indeterminate period of time. To maximize efficient use of the facility, the use agreement will apply to any 250 stalls in the lot.

Outrigger's use of the Saratoga facility constitutes a business agreement that does not materially alter or affect the nature and use of the property. The proposed issuance of a parking license to Outrigger for the use of 250 existing parking spaces is not of such significance (e.g. does not require construction or alteration of entrance/egress) as to require an environmental assessment or environmental impact statement pursuant to the National Environmental Policy Act (NEPA).

Foreclosure of the use of the Fort DeRussy facility would require a commensurate amount of stalls to be provided on-site and/or off-site. This could involve, in whole or in part: 1) participating in the development of a parking structure on the existing Saratoga parking lot, 2) revising plans for the new Saratoga hotel to accommodate an increased amount of on-site parking, and 3) working with owners of adjacent parking facilities (e.g., Sheraton Waikīkī, Royal Hawaiian Shopping Center) to utilize excess capacity or expand existing facilities. The establishment of a Waikīkī Parking District, as proposed under City Council Bill 72 (2001) – or a variation thereof – would provide other options.





Loading

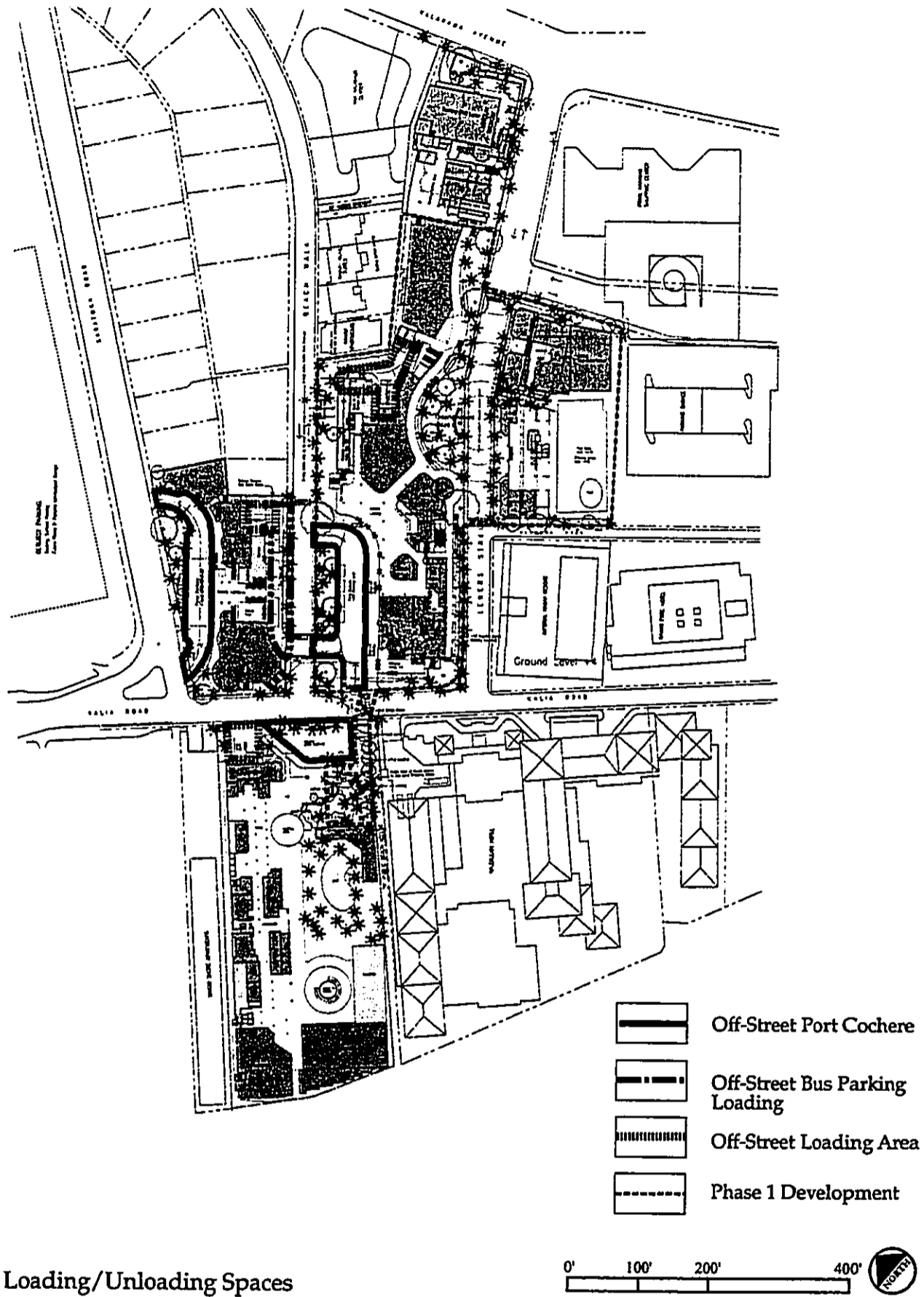
The Waikīkī Beach Walk project will take truck delivery traffic off the streets by providing two new off-street loading areas. Currently, delivery vehicles park and unload along Lewers Street, Beach Walk and Kālia Road, contributing to a noisy and congested environment. A new central loading area off of Beach Walk will serve the Phase 1 development of Waikīkī Beach Walk, as well as the ~~Waikīkī~~ Islander Waikīkī and Reef Towers. A second new loading area will be constructed in Phase 2 to support the Saratoga Hotel. The existing Reef on the Beach loading area will continue to serve that hotel.

Pedestrian Bridges

Pedestrian bridges will be constructed across Beach Walk and Kālia Road to provide for convenient, safe, and efficient circulation of pedestrians throughout the project (Figure 3-16, FEIS 5-a and FEIS 5-b). The bridges unify the project and allow for seamless pedestrian movement, horizontal and vertical, within the project area and between its various components.

A pedestrian bridge spanning Kālia Road will connect the new banquet facility and the second floor of the new entertainment-retail complex with the landscaped pool deck at the Reef on the Beach and the public beach access on the Diamond Head side of the hotel. Once Phase 2 is constructed, pedestrian bridges will link the new hotel with the Phase 1 main ballroom (Level 2), meeting rooms and back of house (Level 3), and pool deck (Level 4). ~~These bridges will facilitate pedestrian movement between project facilities and~~ Not only are these bridges necessary to support the servicing and operations of the various facilities, they will significantly reduce the amount of pedestrian crossings at the street level on Beach Walk and Kālia Road. As shown in Figures 3-6 through 3-8, four bridges cross over Beach Walk, connecting the two phases: one at the second level (22 feet), two at the third level (39 feet), and one at the roof level (56 feet).

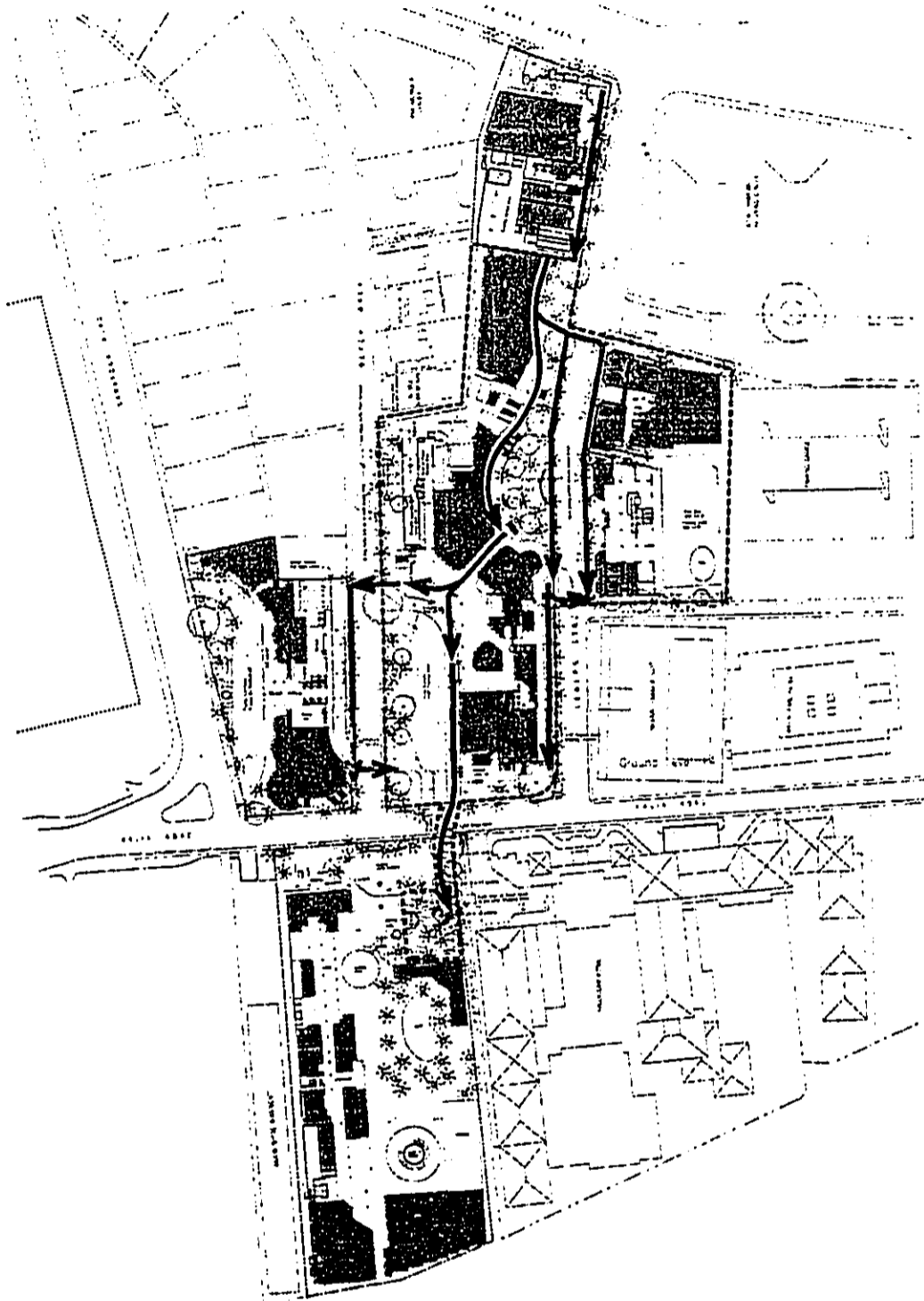




Off-Street Loading/Unloading Spaces

Waikiki Beach Walk

Figure 3-15
(FEIS rev.)



Pedestrian Circulation

Waikiki Beach Walk

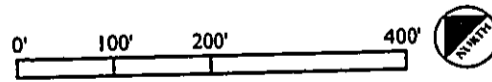


Figure 3-16



3.2.6 Proposed Modifications to WSD Development and Design Standards

In order to spur the revitalization of large, strategically located areas in Waikiki in need of renewal, the Waikiki Special District (WSD) ordinance was amended in 1996 to provide for a process that would encourage the master planned development of such areas - as an alternative to the type of incremental, lot-by-lot development that was likely to occur under standard WSD zoning provisions. This "Planned Development" option was established for lots of Resort Mixed-Use (PD-R) or Resort Commercial (PD-C) designated areas which, individually or collectively, are greater than one acre in size. To encourage the use of the Planned Development approach, applicants are provided greater creativity and flexibility in overall project design in the form of potential modifications to basic WSD development and design standards. In exchange for such latitude, PD projects are subject to more stringent and extensive public review procedures.

The Waikiki Beach Walk project has been conceived as a Planned Development-Resort project. Described in the following sections are the project's proposed modifications to the existing WSD development and design standards. These modifications and the rationale for the modifications will be more fully presented to the City and County in the PD-R application, as discussed in Section 8.2.

Six types of modifications are proposed:

- Building density / floor area
- Ground level open space
- Front yards
- Building heights
- Transitional height setbacks
- Parking and Loading

3.2.6.1 Building Density/Floor Area

WSD General Density Standard - WSD Section 21-9.80-6(b) and Table 21-9.6(B) establish a maximum floor area ratio (FAR) of 2.8 for Resort Mixed Use Precinct sites containing 90,000 or more square feet of land. The Waikiki Beach Walk site is in this precinct, and comprises 335,096 square feet (SF), or 7.7 acres, in size. Therefore, under this provision:

$$\begin{aligned} \text{Total Allowable Floor Area} &= (\text{Project Lot Area} + \text{Street Bonus Area}) \times 2.8 \\ &= (335,096 \text{ SF} + 62,265 \text{ SF}) \times 2.8 = 1,112,610 \text{ SF} \end{aligned}$$

The total floor area of existing buildings on the project site is 1,493,470 square feet. Therefore, redevelopment of the project site under the density provisions that apply generally in the WSD would require a reduction of at least 380,860 square feet, or 25.5 percent, in the total project site floor area.





WSD PD-R Project Density Standard – WSD Section 21-9.80-4(d)(3)(A) allows modifications of the general density standard for PD-R projects. Under this provision, when the existing project site FAR exceeds 3.33 (as is the case for Waikīkī Beach Walk – see next paragraph), the maximum project FAR can be increased by up to 20% over existing FAR, up to but not exceeding a maximum FAR of 5.0.

Per Land Use Ordinance definitions, FAR is determined by dividing the lot area into floor area. For the Waikīkī Beach Walk project:

$$\text{Existing FAR} = \text{Existing Floor Area} / \text{Project Lot Area} = 1,495,820 \text{ SF} / 335,096 \text{ SF} = 4.46$$

For the Waikīkī Beach Walk project, a 20% increase over existing FAR would result in a potential allowable project floor area ratio of 5.35 (4.46 x 1.20). This exceeds 5.0; therefore, the maximum Waikīkī Beach Walk project FAR is 5.0

Maximum Allowable Waikīkī Beach Walk Floor Area –WSD provisions related to the calculation of maximum project floor area [Section 21-9.80-4(d)(3)(A) and Table 21-9.6(B)] specify that “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.” The total Waikīkī Beach Walk project street allowance is 62,265 square feet. Therefore, for Waikīkī Beach Walk:

$$\text{Maximum project floor area} = (335,096 \text{ SF} + 62,265 \text{ SF}) \times 5.0 = 1,986,800 \text{ SF}$$

Comparison With Proposed Project Plan – The proposed project design encompasses a total of 1,858,970 square feet. With a floor area ration of 4.68, this is 127,830 square feet less than, or just under 97 percent of, the maximum allowable floor area.

3.2.6.2 Ground Level Open Space

WSD Open Space Standards – WSD Section 21-9.80-6(c)(1) specifies that a minimum 50 percent of a zoning lot must be devoted to open space where the project floor area ratio (FAR) is greater than 1.5. Section 21-9.80-4(d)(3)(E) provides that this standard may be modified when beneficial public open spaces and related amenities are provided.

Existing and Proposed Open Space – Figures FEIS 3-d and FEIS 3-e indicate the locations and extent of existing and proposed open space areas within the project site. Tabulations of the open space areas are provided in Table 3-4 (FEIS Revised). The total amount of proposed open space is slightly greater than existing. The open space area will increase by 1,858 square feet, or from 21.2 percent to 21.8 percent of the project site or zoning lot area.

The Waikīkī Beach Walk project will provide a major public benefit open space area – the 17,320 square foot Edgewater Plaza. The project will also significantly increase building setbacks, and thus pedestrian walkways and landscaped areas, along the public





streets that run through the project site – especially along Lewers Street and Saratoga Road. Open space areas are detailed further in Section 3.2.4.

3.2.6.3 Building Heights

WSD Building Height Standards – WSD Section 21-9.80-4(c)(1) and Exhibit 21-9.15 establish varying maximum building heights for different sections of Waikiki. The maximum heights for the Waikiki Beach Walk project area are 300 feet for the Reef On The Beach hotel site and properties 'Ewa of Beach Walk, and 280 feet for properties Diamond Head of Beach Walk. Section 21-9.80-4(d)(3)(B) provides that the maximum building height for PD-R projects shall be 350 feet, but that this standard may be reduced.

Existing Building Height Conditions – All existing buildings within the project area comply with the WSD height standards. Existing development includes a total of 11 structures that are from 7 to 22 stories high.

Proposed Project Building Heights – The proposed project is designed to dramatically redistribute building bulk and to provide a much more open feel to the project area – especially along the cluttered Lewers Street corridor – by lowering building heights in all but the Saratoga Road area, as well as by increasing public open space and building setbacks along Lewers Street. All new hotel construction in the Lewers-Beach Walk block will be at a maximum height of 56 feet. The new hotel tower that is planned along the project's Saratoga Road frontage will exceed this height. It is planned for a height of 350 feet, or the maximum allowed for PD-R projects. The density transferred to the hotel fronting Saratoga Road takes advantage of the vast 'front yard' of open space offered by Fort DeRussy. Elevations and sections showing the proposed project building heights are provided in Figures 3-9 through 3-12.

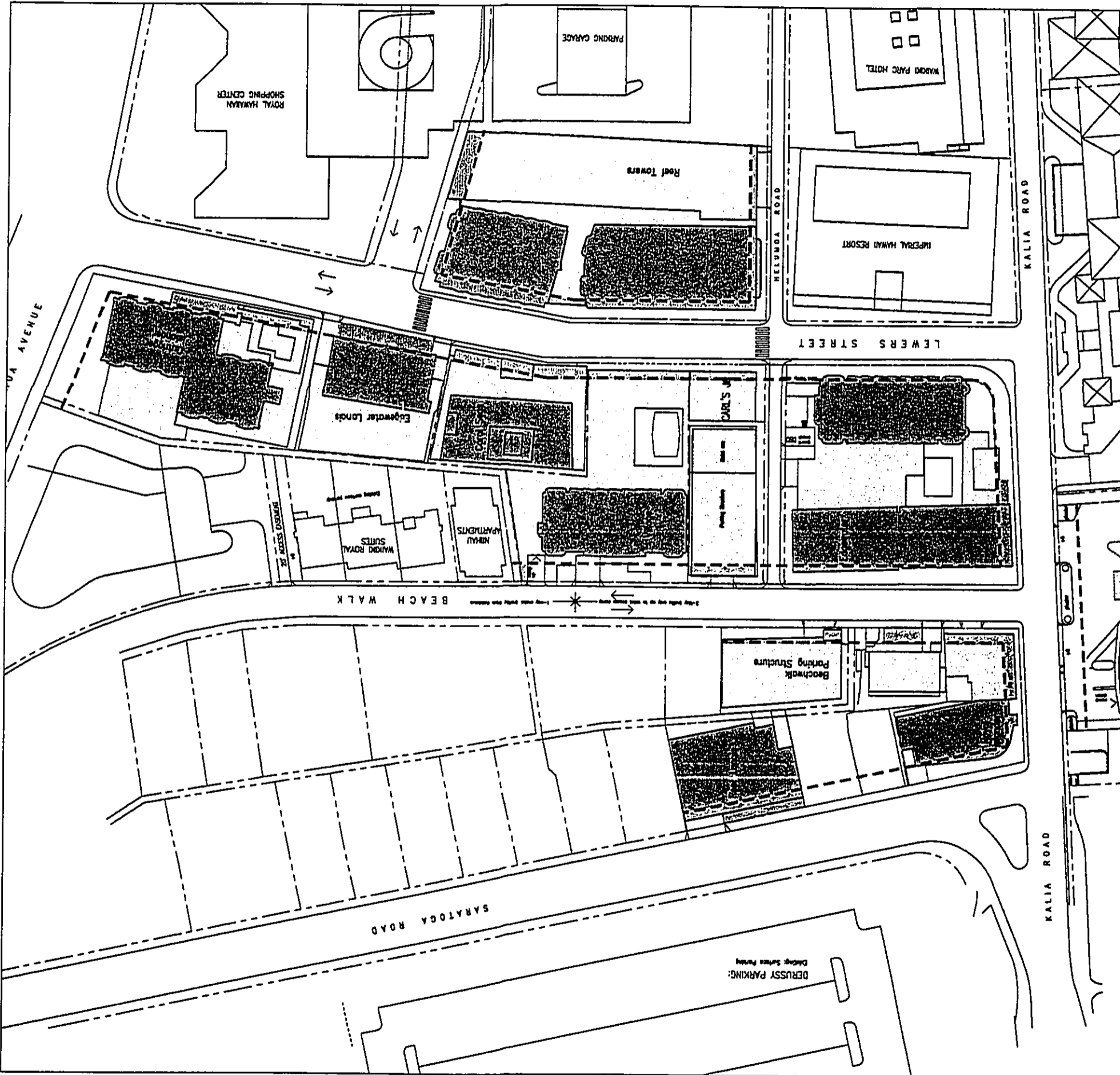
3.2.6.4 Front Yards

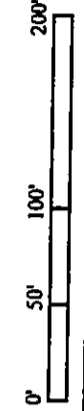
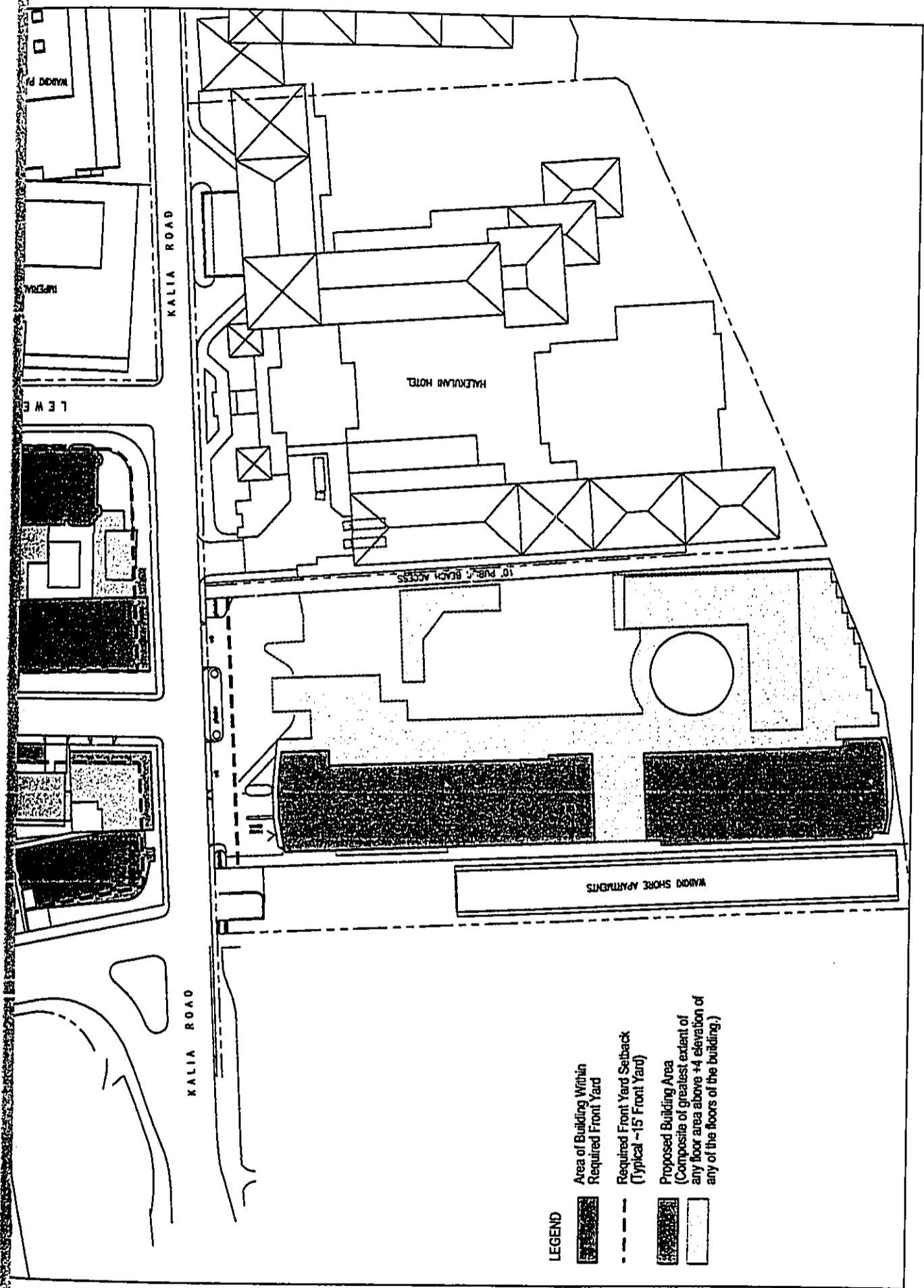
WSD Front Yard Standards – WSD Section 21-9.80-4(c)(2) and Table 21-9.6(B) establish a minimum required front yard of 20 feet along four designated major streets – Kalākaua Avenue is the only one bordering the Waikiki Beach Walk project site – and 15 feet along other streets for properties in the Resort Mixed Use Precinct. Side or rear yards are required only where a property in this precinct adjoins an Apartment Precinct. WSD Section 21-9.80-4(d)(3)(D) allows these standards to be modified for PD-R projects.

Existing Front Yard Conditions – As shown on Figure FEIS 3-f, all existing hotel developments except the Reef On The Beach and the Waikiki Village tower encroach into required front yards. The recently demolished Malihini Hotel on Saratoga Road also encroached into the required front yard.

Proposed Project Front Yards – No changes or further building encroachments into required front yards are proposed for the hotels that will remain and be upgraded. Figure FEIS 3-g depicts the extent of the street frontage in the redevelopment area where



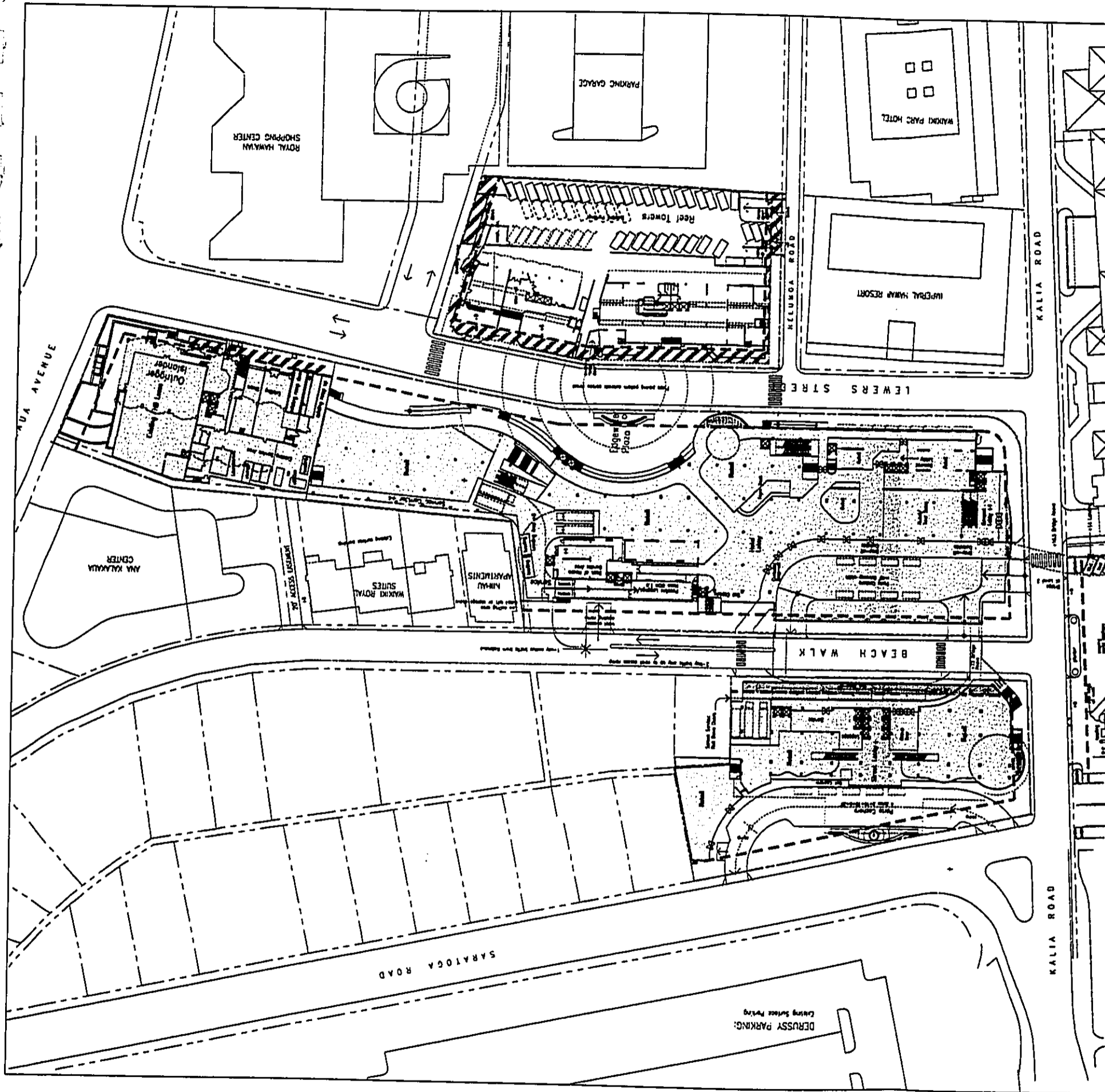




Existing Building Encroachments Into Required Front Yards

Waikiki Beach Walk

Figure FEIS 3-F





buildings encroach into front yards. The extent of street frontage with encroachments will be reduced from about 1,030 feet to 530 feet overall, or to just over one-half of what it is now. Front yard encroachments will be reduced from 275 feet to 45 feet for the redevelopment area's Lewers Street frontage, from 190 feet to 50 feet on the mauka side of Kālia Road, and from 200 feet to no encroachment along the project's Saratoga Road frontage.

3.2.6.5 Transitional Height Setbacks

WSD Transitional Height Setback Standards – WSD Section 21-9.80-6(c)(2) and Figure 21-9.2 require that in the Resort Mixed Use Precinct, the minimum required building setback from front, side and rear property lines be increased by 1 foot for every 10 feet of building height above 40 feet, and that this added setback applies to the entire portion of the structure above 40 feet in height. Section 21-9.80-4(d)(3)(C) allows this standard to be modified for PD-R projects.

Existing and Proposed Transitional Height Setbacks – As in the case of front yards, no changes or further encroachments into required transitional height setbacks are proposed for the hotels that will remain and be upgraded. In other areas, modifications have been largely restricted to locations where they will have minimal impact. Figures FEIS 3-h and FEIS 3-i depict the existing and proposed areas of street frontage with building encroachments into transitional height setbacks.

Encroachments will be reduced along Kālia Road and Saratoga Road, will remain about the same along Lewers Street (the exception being a slight encroachment of the walkway roof form at the makai end of the Retail Promenade), and will increase along Beach Walk. At street level, most of area is occupied by low-rise buildings (Carl's Jr, etc.) that encroach into the required front yard, but because of their low height do not encroach into the transitional height setback.

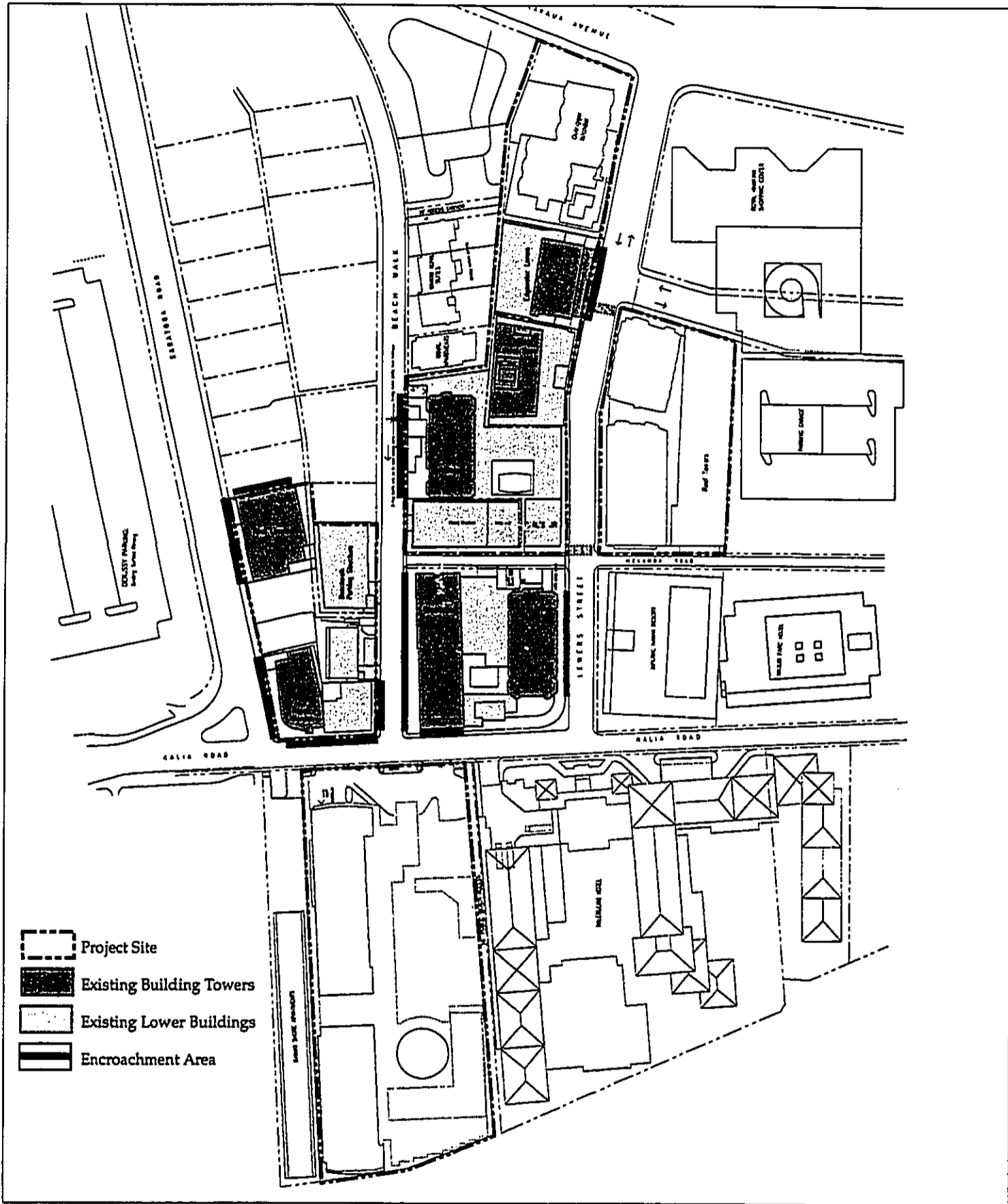
3.2.6.6 Parking and Loading

Off-Street Parking

WSD Off-Street Parking Standards – WSD Table 21-6.3 establishes the following off-street parking requirements for developments in the Resort Mixed Use Precinct:

- One space for every four hotel rooms;
- One space per 10 seats or 200 square feet for meeting facilities; and
- One space per 800 square feet for all other permitted uses.

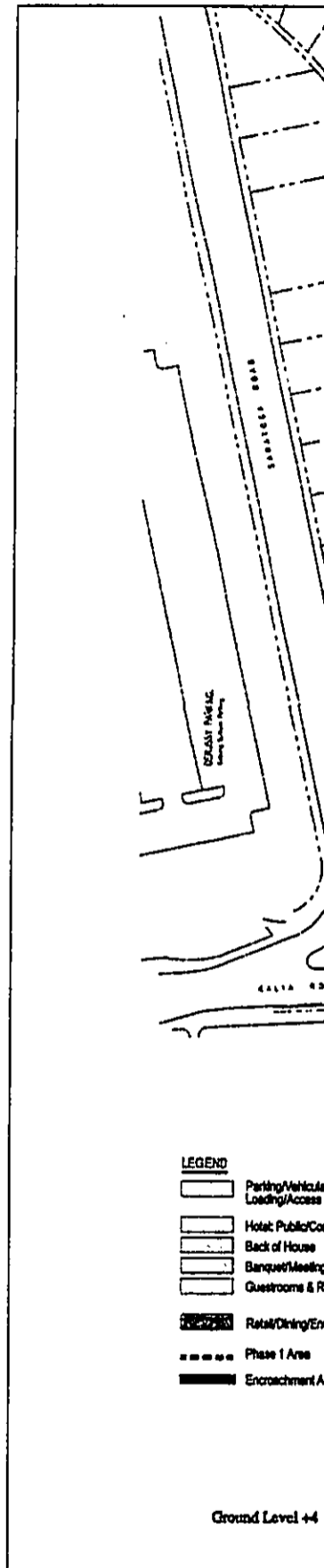




Redevelopment Area Street Frontage With Existing Building Encroachments Into Transitional Height Setback Areas

Waikiki Beach Walk

Figure FEIS 3-H



Redevelopment Area Street Frontage With Existing Building Encroachments

Waikiki Beach Walk



The total required parking for the Waikiki Beach Walk per these standards is 1,170 spaces.

<u>Use</u>	<u>Amount</u>	<u>LUO Parking Factor</u>	<u>Required Spaces</u>
Hotel Rooms	3,336	0.25 spaces/room	834
Meeting Space	20,920 SF	5 spaces per 1,000 SF	105
Restaurant and Retail	184,830 SF	1.25/1,000 SF	231
Total			1,170

Existing and Proposed Off-Street Parking – Detailed summaries of the existing parking supply and utilization, and of the proposed parking supply and management plan, are presented in Sections 4.7.1.4 and 5.2.17.2 of this report. The full Parking and Loading Management Plan is presented in Appendix L.

A brief overview of the number of existing and proposed parking spaces, as compared to standard WSD requirements, indicates the following:

- The existing parking supply – 609 designated spaces plus 73 valet-added spaces, for a total of 682 spaces – is 274 spaces less than the 956 spaces ordinarily required under the WSD. This supply is equal to 71% of the requirement.
- The proposed parking supply – 896 designated spaces plus 184 valet-added spaces, for a total of 1,080 spaces – is 90 spaces less than the 1,170 spaces that might ordinarily be required under the WSD. This supply is equal to 92% of the requirement.

Two modifications to WSD parking requirements are incorporated into the proposed parking plan:

- The counting of valet-added parking spaces toward the parking requirement.
- The provision of 90 fewer spaces than are required under existing WSD parking standards.

July 2001 surveys of actual parking usage at the existing developments in the project area found that, despite the “deficit” of parking compared to WSD requirements, the existing facilities are meeting the demand without problems. Parking was utilized in the 61% to 82% range during the day, and up to 92% of supply was used on the busiest weekend evenings. It was found that, even when adjusting for the higher parking demand that can be expected during the peak visitor month of August, the parking demand could be met with just a small adjustment in the provision of valet services.

The proposed consolidation of parking facility management operations and the greater use of parking management tools will further improve the effective supply by increasing the efficiency of parking utilization. These improvements over existing conditions, together with the fact that the existing supply is meeting the demand without problems,





indicate that the proposed parking supply and management plan will be more than adequate to meet the demand in all but very infrequent and atypical occasions when it is extremely high.

The provision of off-street parking in a manner that does not substantively detract from the ability to provide ground level open space and public areas is a major design challenge in any higher density project. This is one of the most prominent goals that shaped the design of Waikiki Beach Walk, and is why there is no at-grade parking within the project site. It is why the use of valet parking is emphasized, and why Outrigger has arranged use 250 off-site parking spaces at Fort DeRussy's Saratoga parking lot. Imposing a requirement that WSD parking standards be fully met with designated on-site spaces will require design changes that add significantly to building bulk and mass, particularly at the street level, and eliminate the ability to provide the type of quality open space and public areas as is proposed at Edgewater Plaza.

Off-Street Loading

WSD Off-Street Loading Standards – LUO Sections 21-6.100 through 21-6.140 establish the off-street loading space requirements for hotel and commercial developments. A total of 30 loading spaces are required per LUO standards for the Waikiki Beach Walk development. At least one-half of these spaces must be 12 ft. x 35 ft., with a minimum vertical clearance of 14 feet. The other one-half may have horizontal dimensions of 8-1/2 ft. x 19 ft. and vertical clearance of at least 10 feet.

Existing and Proposed Off-Street Loading – Detailed summaries of the existing loading space supply and utilization, and of the proposed loading supply and management plan, are presented in Section 5.2.11.3 of the Final EIS. The full Parking and Loading Management Plan is presented in Appendix L.

Most of the existing hotels in the project area were constructed prior to the LUO requirement for off-street loading. The only hotels with off-street loading are the Reef On The Beach, with three spaces, and the Islander Waikiki, with one potentially usable space. As a result, most loading activities occur at curbside on the public streets.

The provision of a total of 32 off-street loading spaces – 16 permanent or “full-time” dedicated spaces, plus another 16 spaces that will be reserved on a restricted or “part-time” basis for use during peak demand times – is proposed. Fourteen (14) of the 32 spaces – 7 of the “full-time” and 7 of the “part-time” spaces – will be of the larger size.

July 2001 surveys of loading activities in the project area indicated that, while deliveries occur throughout the day, there is a distinct peak in delivery activity during the morning hours. This is typical of resort areas. The Outrigger-generated median loading demand was found to be for about 13 loading spaces, and the peak demand was for about 21 spaces under existing conditions. Median demand is conservatively estimated to increase to 18 spaces upon completion of the Waikiki Beach Walk project, and peak demand to 28 spaces.





The proposed supply will exceed the estimated peak demand by four spaces. The estimated median demand would be met through a combination of the 16 permanent/"full-time" spaces and 2 of the restricted/"part-time" spaces in the new porte-cocheres. The availability of these spaces, plus proposed management practices that will discourage curbside deliveries and direct trucks to the loading areas, will make it possible to remove virtually all delivery activities from the public streets.

Two modifications of the LUO loading requirements are incorporated into the proposed loading plan:

- The counting of 14 spaces that are reserved for use on a "part-time" basis, or only when there is likely to be a demand for their use, toward meeting the loading space requirement.
- The provision of 14, rather than the required 15, larger-size loading spaces.

Off-street loading zones are basically un-esthetic areas and are unusable "dead space" when they are not being used for deliveries. Limiting the provision of off-street loading to what is required to meet the demand, as opposed to what may be required by code, can significantly increase the ability to provide public use spaces and amenities in a development, as well as improve its overall attractiveness and functionality.

On-site surveys of deliveries in the project area indicated a pattern that is generally typical of resort areas – namely, that they come primarily in small trucks, vans and pick-ups. These vehicles have similar space requirements and operating capabilities as private cars, and can easily use the smaller size (8-1/2 ft. x 19 ft.) loading spaces. Thus, there is no need for as many as 15 large-size loading spaces, as is required under the LUO. The proposed 14 large-size spaces will be more than sufficient to meet the demand. Even with this number, it can be expected that most will be used the majority of times by delivery vehicles that could also use the smaller-sized spaces.

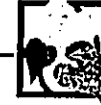
3.3 PROJECT SCHEDULE

Construction of Phase 1 is scheduled to begin in 2003 and is expected to span 15 to 18 months. Phase 2 is expected to begin construction in 2006.

3.4 PROJECT COSTS

Phase One construction is expected to cost approximately \$130 million. Preliminary costs for Phase Two are estimated at approximately \$170 million.





Assuming an estimated fair market value of \$350 per square foot, acquisition costs of the fee interests of the leased properties in the project area would amount to approximately \$11.4 million, excluding the value of improvements attributable to the respective landowners.

TMK Parcel	Owner	Area (sf)	@ \$350 psf
2-6-003-003	Alison (Crawford)	6,399	2,239,650
2-6-002-015 (por.)	Andrade Trust	9,019	3,156,650
2-6-003-008	Garrison	3,547	1,241,450
2-6-003-007	Johnson etal.	3,546	1,241,100
2-6-003-039	Jabron Mango	9,954	3,483,900
	Total	32,465	11,362,750

3.5 USE OF STATE AND COUNTY LANDS OR FUNDS

Implementation of the Waikiki Beach Walk project will require use of County lands. The implementation of plans for Phase 1 requires the closure and abandonment of Helumoa Road. Outrigger Enterprises, Inc., or its affiliate, will purchase the segment of Helumoa Road between Lewers Street and Beach Walk from the City and County of Honolulu.

Outrigger will be acquiring ~~fee ownership of interests in~~ certain parcels in the project area in which Outrigger or an Outrigger affiliate currently has a leasehold or subleasehold interest. The list below identifies those properties that are currently subjects of a condemnation proceeding (Honolulu City Council Resolution 01-290).

- Tax Map Key No. 2-6-003: 003
- Tax Map Key No. 2-6-002: 015
- Tax Map Key No. 2-6-003: 008
- Tax Map Key No. 2-6-003: 007
- Tax Map Key No. 2-6-003: 039

~~This~~ These proceedings will ~~could~~ technically result in the "use of County lands", as ownership of the parcel(s) would likely vest for a short period with the City and County of Honolulu before conveyance to Outrigger or its affiliate.



Section 4.0
ENVIRONMENTAL SETTING



4.0 ENVIRONMENTAL SETTING

This section details the existing environmental setting and conditions within which the proposed action would occur. Potential effects of the proposed actions to the environment and recommended mitigative measures are discussed in Section 5.

4.1 REGIONAL OVERVIEW

The moku, or island of O'ahu is the third largest of Hawaiian Islands with a land area of 597 square miles. It is the most populous of islands with about 75% of the State's population, which in 2000 was about 1.2 million people (U.S. Census Bureau, 2000).

The moku of O'ahu is divided up into six moku, interior districts that include: Kona, Ko'olaupoko, Ko'olaupoko, Waialua, Wai'anae, and 'Ewa. These moku were subdivided into tracts of land called ahupua'a that varied in size depending upon the resource yields that existed in a particular area. These tracts of land were designed to include mountainous (ma uka) and coastal (ma kai) resources and were often subdivided into various smaller tracts with varying degrees of intended use. Waikiki is an ahupua'a that resides in the moku of Kona (Figure 4-1). The old ahupua'a boundary extended from lands of Kou (old Honolulu) to Maunaloa (area near present day Hawai'i Kai)

The urban core of Waikiki is comprised of approximately 507 acres. The proposed Outrigger Waikiki Beach Walk project site is located on several parcels makai of Kalakaua Avenue and along Saratoga Road, Beach Walk, Lewers Street, and Kalia Road in the Waikiki area. The area consists of resort hotels, timeshares, and temporary visitor units with supporting commercial uses such as shops, restaurants, and entertainment venues. The project area, comprised of 7.79 acres, is located in the middle of the urban core, a former self-sufficient agricultural community that has been transformed into a global resort destination.

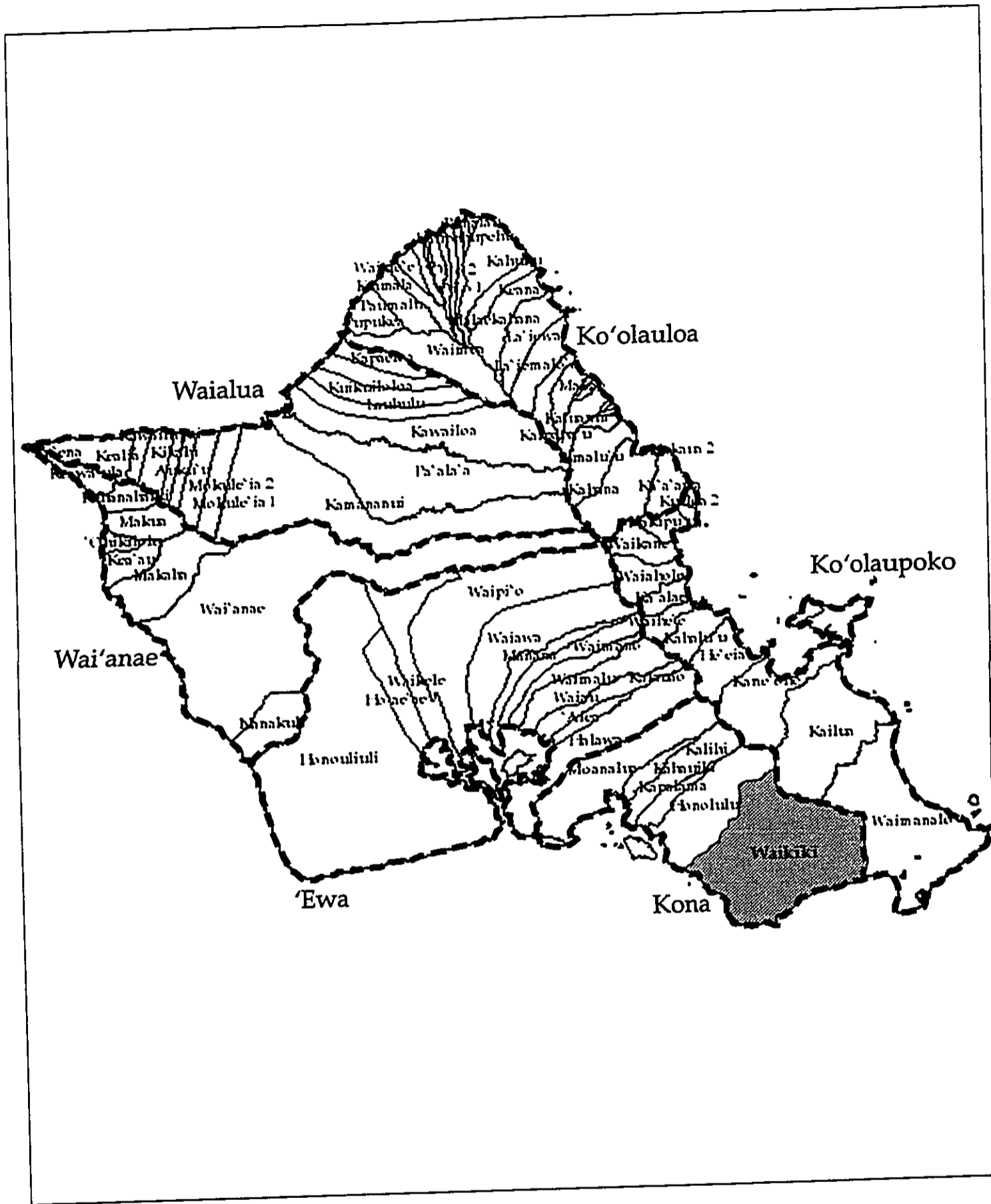
4.2 HISTORICAL PERSPECTIVE

Cultural Surveys Hawai'i prepared a traditional and cultural practice assessment and Paul H. Rosendahl, Inc. prepared the archaeological assessment. These reports are presented in their entirety in Appendices A and B, respectively.

4.2.1 Pre-Contact to Early 1800s

Waikiki literally translates to mean, "spouting water," a reference to the vast fresh water ponds and springs that once existed. Earliest records indicate that Waikiki was the political and residential center of Ma'ilikukahi, ruling ali'i of O'ahu in the 14th century, during the Consolidation Period (1180-1450 AD). Born in Waikiki, Ma'ilikukahi was the first ali'i to be selected by a council of O'ahu chiefs as ruler, whereupon he chose Waikiki as his seat of government. Ma'ilikukahi was the first ali'i to bring O'ahu under





Moku & Ahupua'a Divisions (O'ahu)

Waikiki Beach Walk

Figure 4-1



one rule, developing and implementing a land management policy that introduced the concepts of moku and ahupua'a land divisions.

The rich cultural legacy of Waikiki continued throughout the centuries. Native Hawaiian oral tradition cites Kalamakua, ruling chief of O'ahu in the 15th century, with establishing and cultivating the lands of Waikiki with the immense construction of numerous auwai, irrigation ditches integrated with magnificently built lo'i, agricultural terraces. The elaborate design and development of these irrigation systems created a productive agricultural community that impressed early western contacts. According to some early journals, production yields consisted of a variety of kalo (*Colocasia esculenta*), 'uala (*Ipomoea batatas*), 'uhi (*Dioscorea alata*), wauke (*Broussonetia papyrifera*), 'ulu (*Artocarpus altilis*) and kō (*Saccharum officinarum*). These systems utilized the natural gravity flow of water from upland sources in Mānoa and Palolo valleys. The intricate engineering and conservation design of these systems were reflective of the application of Native Hawaiian thought in land use management and design.

The abundance of flowing water from an immense water distribution system created the opportunities to raise fish in the lowlands of Waikiki. Area fishponds became home to various species of fish including awa, 'anae, 'o'opu and āholehole. The project lies in an area that was primarily a site for numerous inland taro fishponds, known as loko i'a kalo requiring the coordination and efficient management of personnel. Management of these systems required a dedicated and cooperative community effort, emphasizing the importance of improving, maintaining and preserving existing resource yields. However, these fishponds only supplemented a well-stocked ocean supply and were considered to be an auxiliary resource, thus perhaps serving a greater social than economic function. Thus, it can be noted that function of the project area from a time of antiquity until the present has and will continue to serve as a gathering place.

In traditional times, the project area was known as Kawehewehe, literally meaning, "the releasing," and was considered a spiritual and healing center. The nearby beach area was noted for its healing properties and the ability to "release" an affliction or illness. Native historians have noted that the area in general has been often used as a royal residence. Upon gaining control over O'ahu with the defeat of Kalanikūpule in 1795, Kamehameha established his center of government in Waikiki. Further, he establishes residence at Pua'ali'ili'i in the old land division of Helumoa, adjacent to the project area.

The area is a noted residential site for the family of John Papa ʻĪʻi (1800-1870), a noted Hawaiian historical scholar. Papa ʻĪʻi was a member of the Luluku family, who possessed considerable prominence during the unification effort of Kamehameha I. The land was the family residence during the time of Kamehameha's attempt to launch a peleleu, an extended war fleet to Kaua'i, around 1795. In his written accounts, ʻĪʻi describes the "Honolulu trails of 1810" which included reference of the area of Kawehewehe being east of Ka'ihikapu pond, and west of the "center of Helumoa of Pua'ali'ili', down to the mouth of 'Āpuakēhau." Based upon Papa ʻĪʻi's description and other nineteenth century documentation, the trail from Honolulu to Waikiki in 1810 coursed through the ma kai side of the present Fort DeRussy grounds and cut through some portion of the project area in the vicinity of Kālia Road and continued east in Helumoa, adjacent to Kawehewehe. It is likely that this trail was a long-established





traditional route through Waikīkī. Adjacent to the land area, there lay the freshwater ponds of Pāweo, Kālia, and Ka'ihikapu. Near the shoreline was the old land division of Helumoa, which was also the name of a po'okanaka class heiau site with an immense grove of coconut trees.

4.2.2 Great Māhele

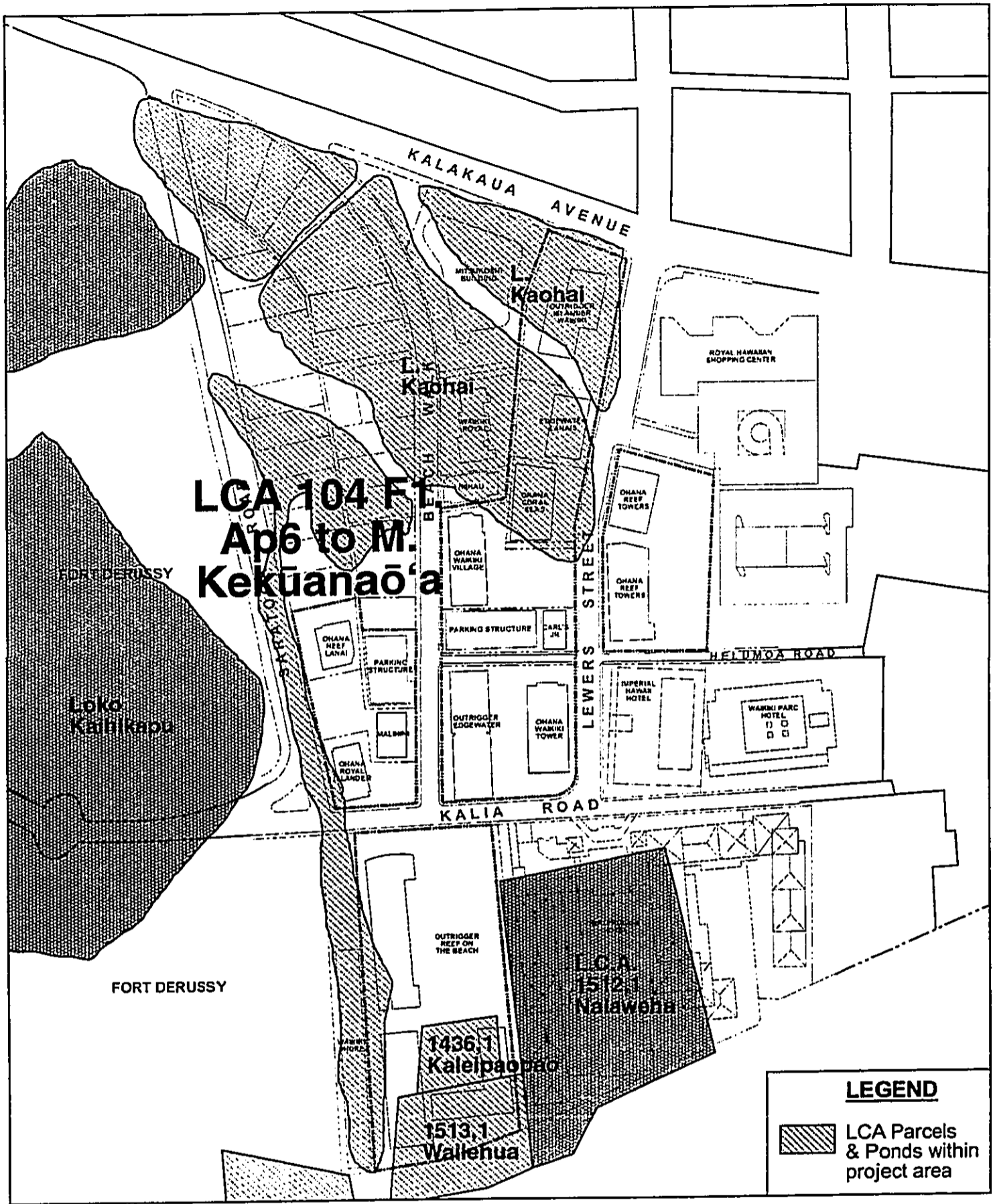
Within 25 years of initial western contact, there was a dramatic decline in the agricultural productivity in Waikīkī. Decreases in the native Hawaiian population, attributed to an early introduction to diseases from European explorers, created a substantial impact upon the production labor of the vast agricultural lands of Waikīkī. In 1848, the Māhele, a western concept of land tenure derived into legislation, created a reformation of the land system in Hawai'i. It was the first time a system of separation and identification of the associative rights of the king and the chiefs to the land was created. The result of the Māhele led to the division and distribution of land, thus creating a system of possession rights and private title to land.

Out of the 252 people that signed the Buke Māhele, 10 were ali'i nui, 24 kaukau ali'i, and 218 konohiki. However, this registered list of awardees did not represent all legitimate native claims to maintaining parcels of land. Conversely, at this time there was only a small portion of land, less than 21 acres that were to foreigners.

According to an 1881 Land Survey & Map by S.E. Bishop, the ma uka portions of land within the project area once belonged to the chief Matatio Kekūanaō'a (Land Commission Award 104, Apana 6). Kekūanaō'a served as the kia'āina, the governor of Honolulu from 1834 until his death in 1864. Kekūanaō'a was a kaukau ali'i, whose lineage can be traced to Kaupekamoku and Kekaulike of Maui through Nahiolea, and the O'ahu ali'i Pupuka through Inaina. He was the father of Alexander Liholiho (Kamehameha IV), Lot Kamehameha (Kamehameha V), Princess Victoria Kamāmalu, Princess Ruth Ke'elikolani, and Moses Kekuaiwa. Following his death in November 1868, all of Kekūanaō'a's lands were inherited by Ruth Ke'elikolani. The lands of the project area were comprised mostly of various loko ʻā pu'ūone, or fishponds—and represented close to 71.7 acres. Over 71.7 acres in Waikīkī, including portions of the project area's 7.7 acres, were comprised of these inland fishponds.

The 1881 map shows two fishponds both identified as Loko Kaohai in the ma uka portion of the project area. Two other Land Commission Award parcels are identified in the ma kai portion of the project area, within the grounds of the present Outrigger Reef on the Beach: LCA 1436, parcel 1, awarded to Kaleipaopao; and LCA 1513, parcel 1 awarded to Wailehua. The recorded testimonies of the awardees indicate that these parcels were used as house lots. In the Māhele records, Kaleipaopao identifies the ma kai portion of the present project area as Kawehewehe (Figure 4-2).





Historical Land Use
 *Based on 1881 S.E. Bishop Survey & Map

Waikīkī Beach Walk

Figure 4-2



4.2.3 Early Land Use

Due to neglect stemming from a declining population base of laborers, the agricultural ponds and taro fields began to deteriorate. In the late 1850s, kalo no longer was the predominant staple crop. A domestic market for rice emerged, creating a system of land leasing between Native Hawaiians who still owned their own parcels and Chinese immigrant laborers, who were noted agricultural experts in rice cultivation. By 1892, over 542 acres in Waikīkī were utilized for rice cultivation, representing 12% of the total 4,659 acres planted in rice on O'ahu.

As with the traditional land uses of farmlands, traditional fishponds were also abandoned or modified. Through the 1850s, every fishpond still belonged to a Native Hawaiian. However, like the agricultural transition of taro to rice, the fishponds were leased out to Chinese immigrant laborers who used the fishponds to raise 'ama'ama (mullet), 'awa (milkfish), goldfish, as well as ducks.

Historical documentation indicates that, at the mid-19th century, within the ma uka portion of the present project area were two fishponds, Loko Kaohai, that were part of the royal fishpond complex of the Kālia area. The ma kai portion of the project area was comprised of house lots for Hawaiians who had some associations with the ali'i but were not ali'i themselves. The residents of these house lots worked lo'i kalo located ma uka within the area of the present Ala Wai Golf Course. It is likely that coastal residence and associated inland agricultural activity reflects a pattern that had been long established by Hawaiians living in Kālia. However, by 1890, only a handful of these Hawaiians were living in Kawehewehe, most of them fishermen living in small dwellings along the beach.

4.2.4 Transition from Agricultural to Urban Use

Within the first decade of the 20th century, the ma uka portion of the project area were among the first developed lands of Waikīkī when the two Loko Kaohai were filled to create the Beach Walk tract in 1911. By the late 1920s, the traditional landscape was totally transformed by the Reclamation Project, which was the catalyst to dredge the Ala Wai Canal. The dredged materials were used to fill in fish ponds and taro fields in an effort to create usable land specifically for housing developments.

During subsequent decades, the project area was an enclave of individual residences, typically cottages and single dwellings, and apartment complexes. In the 1940s, Roy Kelley began his legacy in the hotel business by purchasing the Edgewater Apartments, site of the present Outrigger Reef on the Beach. By 1959, three additional hotels were built by Kelley: the Edgewater in 1951, the Reef in 1955, and the Reef Towers in 1959. This small group of hotels helped change the shape of the islands' visitor industry, making Hawai'i more affordable to more people.





4.3 CLIMATE

4.3.1 Regional Climate

Winds from the northeast, known as tradewinds, are the most predominant over the Hawaiian Islands. Tradewinds are the results of wind circulation patterns that follow the North Pacific anticyclone, increasing in activity during the summer months. In the winter, there is a shift in the wind patterns characterized by the arrival of the westerlies and frontal influences from the North Temperate Zone becoming more prevalent. Westerly winds typically are characterized by the presence of strong winds and high wave activity from the southwestern sector of the Pacific. Overall, the annual average wind speed in Waikīkī ranges from 9-11 miles per hour.

Nestled in the leeward rain shadow of the Ko'olau Mountains, Waikīkī has an average annual rainfall of 23 inches. The steep slopes of the Ko'olau Mountains force the tradewinds to abruptly move upward along the windward side of the range. This creates condensation, which is quickly dispensed along the summit and leeward valley areas, leaving little for the coastal areas like Waikīkī. However, with the shift of wind patterns during the winter months, Waikīkī experiences more rainfall brought by hot tropical storms, known as Kona storms. The lower elevation areas and the southern coast of the island receive most of the rainfall. Thus, most of the rainfall in Waikīkī occurs between the months of November through January, with an average high of 3.87 inches in December. The driest periods in Waikīkī are between the months of June through August, with an average low of .67 inches.

With an annual average temperature ranging from the high-60s to the mid 80s degrees Fahrenheit (F), Waikīkī has a relatively dry climate. The average monthly low temperature is 64 degrees F in January and average monthly high temperature is 88 degrees F in August and September.

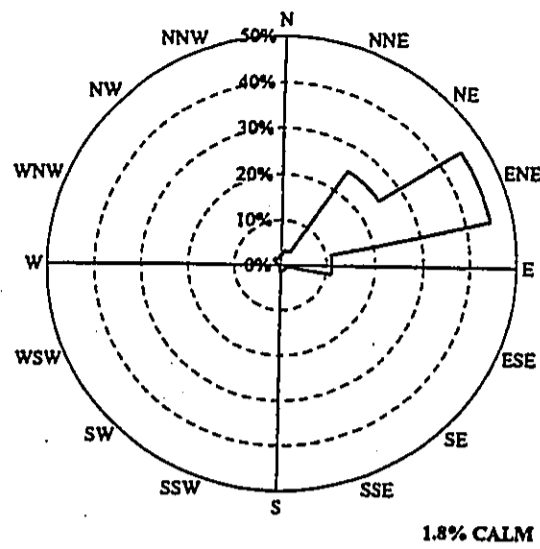
4.3.2 Existing Wind Conditions Within the Project Area

Rowan Williams Davies & Irwin Inc. (RWDI) assessed wind effects on public pedestrian areas around the proposed Waikīkī Beach Walk project. Their report is included as Appendix C.

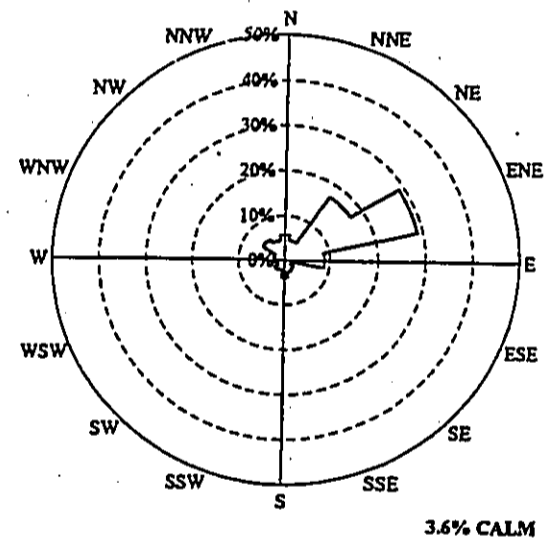
The wind roses in Figure 4-3 display the frequency of wind directions for the summer (May through October) and winter (November through April). Winds from the east-northeast, northeast and east directions are dominant in both seasons. These dominant wind directions are considered to be most important in the analysis of pedestrian wind conditions.

The wind roses were derived from the long-term meteorological data recorded at the Honolulu International Airport and are indicative of the overall wind conditions (speed and direction) for larger regional areas. Both the airport and the study area are situated on a southwest coastal plain with a mountain range to the northeast. In order to apply this data to the current study, a series of standard wind engineering calculations have





ALL SUMMER WINDS



ALL WINTER WINDS

Directional Distribution (%) of Winds (Blowing From)
 Honolulu International Airport, Hawai'i (1949 - 1999)

Source: RWDI (2001)

Waikiki Beach Walk

Figure 4-3



been carried out for both wind speeds and directions, considering different types of terrain and exposure (i.e. open fields, tall buildings, etc.)

Dense, tall buildings surround the development site to the prevailing wind directions, (i.e., east-northeast, northeast and east). These buildings offer some protection for the site from the prevailing winds. Most buildings on the site have their narrower facades exposed to the prevailing wind directions, reducing the potential for a downwashing wind flow. Several existing hotel towers, situated on large podiums, also reduce the potential for downwashing winds from affecting the street level. As a result of these positive building aerodynamic conditions, the overall existing wind activity on and around the development site is expected to be comfortable for standing in both summer and winter seasons. Wind speeds in the summer would be slightly higher due to the local wind climate, but are unlikely to be problematic for most pedestrian activities in the area.

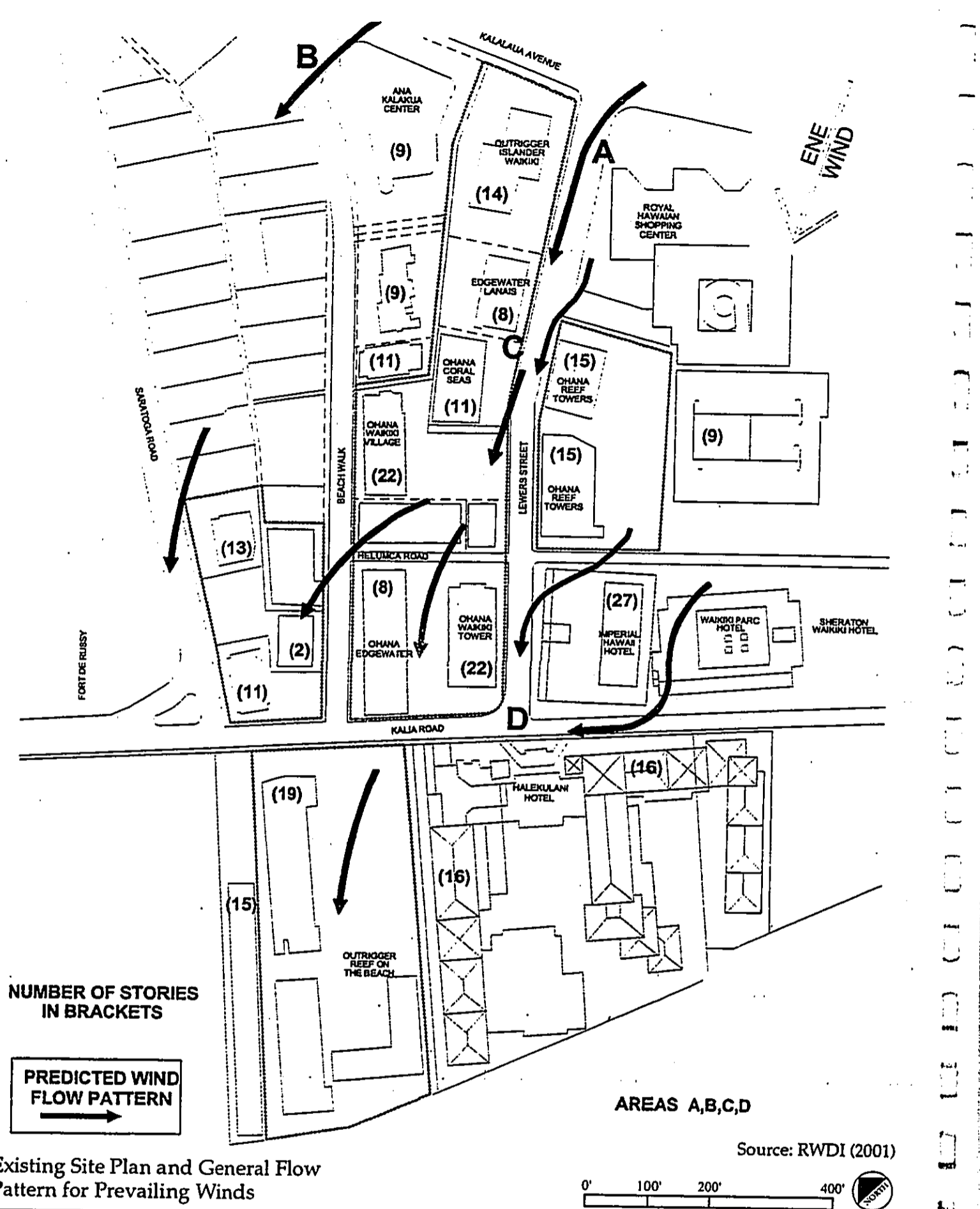
The arrows in Figure 4-4 represent an estimate of the general flow pattern of prevailing winds in the existing area the general wind flow patterns predicted to occur around the existing buildings in the study area for the predominant east-northeast winds. Localized acceleration of wind flow may be experienced on and around the existing site. For example, the prevailing winds may accelerate between the Outrigger Islander Waikiki Hotel and the Royal Hawaiian Shopping Center (A on Fig. 4-4), as well as at the north corner of the ANA Kalākaua building (B). Accelerated wind activity is expected at the Edgewater Lanais Hotel and 'Ohana Reef Towers (C). Wind activity along Lewers Street is likely to be higher than along Beach Walk, due to the street orientation and building heights on both sides of the streets. In addition, large existing buildings to the immediate southeast of the study area, including the Waikiki Parc Hotel, the Sheraton Waikiki Hotel and others, are predicted to direct the prevailing winds towards the development site. The 'Ohana Reef Towers and the Imperial Hawai'i Hotel are expected to channel this wind flow onto Kālia Road in front of Halekūlani Hotel (D), where increased wind activity is predicted at the pedestrian level. These are sidewalk areas where pedestrians are unlikely to remain in the same place for prolonged periods of the time. Therefore, the wind conditions predicted may be perceived as too windy for more passive activities, such as sitting and standing, but would be considered acceptable for pedestrian walking for both summer and winter seasons.

4.4 TERRESTRIAL ENVIRONMENT

4.4.1 Topography

The island of O'ahu was created through several stages of activity emanating from two volcanic domes. Through various stages of eruptions, erosion and land movement, the volcanic forms become the Wai'anae and Ko'olau mountain ranges. The development of these large land mass forms emerged together, forming the island and causing submergence to occur. The project area is located in the coastal area and is characterized by relatively flat topography approximately 2 feet above mean sea level.





Existing Site Plan and General Flow Pattern for Prevailing Winds

Waikiki Beach Walk

Figure 4-4



4.4.2 Geology & Soils

During the Pleistocene Period (1.8 million to 11,000 years ago), the island of O'ahu "re-emerged" due to the formation of icecaps that lowered ocean levels. Lateral craters erupted along the southeast portions of the island forming two new craters, Leahi (Diamond Head) and Pu'owaina (Punchbowl), respectively within the last 150,000 years. When the icecaps melted, the shorelines receded inward, allowing the shallow basin area between the two mountain ranges to be invaded by saltwater forming areas like Pu'uloa (Pearl Harbor) and the marsh lagoon of Waikiki.

Waikiki is situated upon a reef formation that extends from Kaka'ako to the base of Leahi. Due to its location at the base of a once vast tributary system and in close proximity to Leahi crater, an alluvial mantle on its coral foundation covered the area. As early as 1909, drilling data showed that there is a regular deposition of terrigenous clay and limestone overlying a substrate layer of coral, coralline algae, and shells. Additionally, the soil contains volcanic ash, olivine, and other lava residue (Carlquist, 1992).

The project site sits on a thick coastal caprock formation, approximately 700 to 800 feet thick, comprised of marine (calcareous) sediments, some of which have been imported to fill marshes and other local depressions. According to the O'ahu soil survey, the project area and most of the Waikiki coastline is underlain by Jaucus Sands (JaC) which are characterized as well-drained calcareous soils developed from coral and seashells found on coastal plains near the ocean (Foote et al., 1972).

4.4.3 Surface & Groundwater Resources

An assessment of existing surface and groundwater resources in the project area was prepared by Tom Nance Water Resource Engineering and is included in Appendix D.

~~Hydrological studies have demonstrated that subterranean waters flow from the Ko'olau Range, seeping through the substrate layers of rock, sediment, coral, and limestone. This water percolation and filtration system, in conjunction with the immense tributary system that emanates from the back of Mānoa and Pālolo valleys, accounts for the area's limited groundwater resources. Groundwater in the Ko'olau volcanics that lie beneath the calcareous sedimentary layers is brackish to saline.~~

Due to the heterogeneous nature of the sedimentary layers, permeability varies substantially. Toward the Diamond Head end of Waikiki, clean reef deposits with high permeability can yield large quantities of saltwater to drilled wells. Three shallow monitor wells were drilled within the project site for this assessment. At least to the depths reached by these wells (10 to 15 feet below sea level), the formation is comprised of silty sands with decomposing organics, which are generally poorly permeable. The recorded water levels in the three monitor wells indicate that there is very little tidal response in the wells despite their close proximity to the shoreline, demonstrating the limited permeability of the silty sands in the area. All of the water in the monitoring





wells are below sea level with water levels progressively lower with distance from the shoreline.

All hotels and other buildings with parking or habitable floors below sea level have one or more sump pumps for dewatering. Because the series of sump pumps throughout the project area pull the groundwater below sea level and because all of these discharge into catch basins or manholes of the surface drainage system, the single ocean outlet next to the Reef on the Beach Hotel is the sole discharge point for both surface and groundwater. Measurements taken at the monitor wells indicate that inflow on a rising tide exceeds the combined rate of sump pump discharge. Only a modest combined rate of pumping is necessary to lower the groundwater table below sea level throughout the site.

4.4.4 Botanical Resources

A survey of existing landscaping was conducted by Walters Kimura Motoda and is included in Appendix E. The majority of the landscaping is located at the perimeter of the sites. Numerous species of introduced, native Hawaiian and Polynesian-introduced shrubs, groundcovers, trees and palms are present. None of these are rare or endangered.

Existing trees and palms within the project area include:

Palms

Areca Palm
Coconut Palm
Date Palm
Dwarf Phoenix Palm
Fishtail Palm
Loulu Fan Palm
Macarthur Palm
Manila Palm

Trees

Banyan Tree
Brassaia
False Kamani
Gold Tree
Kukui Nut Tree
Monkeypod Tree
Seagrape
Shower Tree
Singapore Plumeria
True Kamani
Vertical Wiliwili

4.4.5 Ocean Water Quality and Marine Communities

A study of ocean water quality and marine communities was conducted by Marine Research Consultants and is included as Appendix F.

Water Quality

The project area spans approximately 1,000 feet of shoreline of Waikiki. At present, runoff from the area of Waikiki that encompasses the project site drains to the ocean through a box culvert with an outlet offshore of the beach (hereafter termed the "Outtrigger Drain"). Sampling was conducted within a corridor, bounded at the west by





Fort DeRussy Beach, to the east by the Halekūlani Sand Channel and centered on the drainage culvert. In addition to the ocean sampling sites, water from three newly drilled monitoring wells was collected to determine background chemical composition of groundwater under the redevelopment site. Water was also collected from a manhole in the drainage culvert at the junction of Kālia Road and Saratoga Road.

Water quality parameters evaluated included the nine specific criteria designated for open coastal waters in Chapter 11-54, Section 06 (Open Coastal waters) of the Water Quality Standards, Department of Health, State of Hawai'i, as well as additional constituents.

The marine area off Waikīkī consists of a poorly defined embayment within Māmala Bay that extends from the Ala Wai Channel to the Kapahulu Groin area. The entire area has been altered substantially over the past decades, and was created from infilling of wetlands following the construction of the Ala Wai Canal. The shoreline of the Waikīkī area is rimmed with a sand beach. Periodically the beach is nourished by imported sand owing to loss by movement of sand beyond the littoral cell. Offshore of the beach, the shallowest region consists of a sandy flat that extends from the shoreline offshore for a distance of several meters. Beyond the sandy zone, the inner area of the Waikīkī embayment consists of a relatively flat limestone platform that has a depth of 0.5-2 meters. Much of the platform is covered with a variety of fleshy algae. In addition, a layer of moving sand covers the platform. Off of the Halekūlani Hotel, a continuous channel of sand, called the Halekūlani Sand Channel extends from the shoreline past the reef crest.

Results of the water chemistry assessment reveal that under the present development scenario, water quality throughout the area off Waikīkī is surprisingly good with respect to State of Hawai'i Water Quality Standards. Only a few samples have concentrations above the most stringent (i.e. Dry) set of criteria. When the more lenient [Wet] conditions (greater than 3 million gallons a day of freshwater are discharged), only one sample of NO_3^- at the shoreline next to the box drain would exceed the water quality standards.

These results are important with respect to how the overall water quality in Waikīkī relates to the proposed redevelopment project. Without doubt, this area is probably the most utilized marine recreational area in the state, and is also located off a fully developed urban area. The result of this study that only several of the samples exceeded State of Hawai'i water quality standards indicates that inputs from land or urbanization appear to have little effect on marine water quality. The results of the oil and grease and TPH sampling that showed no detectable materials in the nearshore ocean corroborate the finding of little impact to water quality from human activities.

The Fort DeRussy transect was located closest to the Ala Wai channel which drains the Ala Wai Canal. The Ala Wai Canal effectively intercepts all surface runoff from the watersheds inland of Waikīkī. It has been documented that water in the canal is severely impacted by human activities. During the time of sampling, drainage of the canal to the ocean appears to have virtually no effect on water quality in the ocean off of Waikīkī. It is important to note, however, that the survey was conducted during a period





of prolonged dry weather. It is possible that the situation would be very different following periods of heavy rainfall when the volume of water draining from the Ala Wai Canal is substantially larger than during dry periods.

Marine Biotic Community

The biotic community structure of the Waikīkī area is divided into two major zones. The inner zone, consisting of the region from the shoreline over the reef platform to the reef crest is primarily a sand and rubble-covered flat inhabited primarily by various species of algae. Reef corals, and most other epibenthic organisms, are sparse in the inner zone, primarily as a result of the continuous shifting of sand that is kept in motion by wave surge. The inner zone is the area that would be subjected to changes in water quality resulting from inputs from land.

The second major zone, which originates just seaward of the reef crest and extends seaward, is composed of a relatively flat "hardpan" limestone bottom. Because this zone is at depths below most of the destructive force of waves, and beyond the limits of sand scour, reef corals occur abundantly. As is typical on most coral reefs in Hawai'i, the most dominant corals are *Porites lobata* and *Pocillopora meandrina*.

4.4.6 Terrestrial Fauna

Terrestrial fauna on the site and within the near vicinity is limited to rats, mice, and feral cats. The identification of avifauna that flock or reside within the project area include the common mynah, cardinals, pigeons, doves, house finches, rice birds, and mockingbirds. These are common birds found throughout the urban areas of Honolulu. There are no rare, threatened, or endangered species on the site.

4.4.7 Visual Resources

Within the objectives of the City and County of Honolulu's Land Use Ordinance (LUO), there is an emphasis placed upon maintaining and improving the mauka views from public viewing areas in Waikīkī, especially from public streets. Additional emphasis is placed upon preserving a visual relationship with the ocean from Kalākaua Avenue, Kālia Road, and Ala Moana Boulevard. Further, views of Diamond Head are to also be protected and maintained from the Punchbowl Lookout.

The LUO also identifies significant public views of Waikīkī landmarks, the ocean, and the mountains from public vantage points. The following list of streets and locations identify these prominent view corridors:

- 1) Intermittent ocean views from Kālia Road across Fort DeRussy Park from the Ala Wai Bridge on Ala Moana Boulevard;
- 2) Continuous ocean views along Kalākaua Avenue, from Kūhiō Beach to Kapahulu Avenue;
- 3) Ocean views from Ala Wai Yacht Harbor;
- 4) Ocean views from Kūhiō Beach Park;
- 5) Views of the Ala Wai Yacht Harbor from Ala Moana Park (Magic Island Park);





- 6) Mauka views from the portions of the following streets ma uka of Kūhiō Avenue: Nohonani Street, Nāhua Street, Kānekapōlei Street, Kai'olu Street, Lewers Street, Walina Street, and Seaside Avenue;
- 7) View of Diamond Head from Ala Wai Boulevard between McCully Street and Kapahulu Avenue.

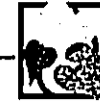
A conglomeration of hotel buildings of varied heights, as shown in Table 4-1, dominates the visual landscape of the Outrigger Waikīkī Beach Walk project area. Interspersed along the perimeters of existing structures are a series of trees and other natural vegetation. Currently, no shoreline or ocean views exist from Lewers Street and Beach Walk due to frontal blockage of the coastline from existing buildings. Views toward the ocean along Saratoga Road are also restrictive due to the presence of existing structures within the project area and along the shoreline. Partial ocean views are accessible along Saratoga Road and Kālia Road in the 'Ewa direction.

Due to the heights of existing buildings and the narrow width of these streets, views to the Ko'olau mountain range are also limited. Likewise, views of Diamond Head are only accessible along the shoreline portion of the project area. Diamond Head is not visible from any major road within the existing project area or near adjacent public areas such as Fort DeRussy Park and Kālia Road.

**Table 4-1
Heights of Existing Buildings**

Building	Number of Stories	Approximate Height (Feet)
<i>Project Area</i>		
Outrigger Islander Waikīkī	14	150
'Ohana Reef Towers	15	128
Outrigger Reef On The Beach	19	150
Malihini Hotel	2	-
'Ohana Reef Lanais	13	-
'Ohana Royal Islander	11	-
'Ohana Waikīkī Village	22	200
'Ohana Waikīkī Tower	22	190
Edgewater Lanais	8	-
'Ohana Coral Seas	7	-
Carl's Jr. Restaurant	2	-
'Ohana Edgewater	8	-
Saratoga Hotel (New)	27	350
<i>Reference Properties</i>		
ANA Kalakaua Center	9	-
Waikīkī Royal (condos)	9	-
Ni'ihau	11	-
Waikīkī Shore	15	-
Halekūlani Hotel	4-16	-
Imperial Hotel	25	220





A review of post-project conditions, compliance to regulatory procedures, and potential impacts are discussed in Section 5.

4.5 NATURAL HAZARDS

4.5.1 Hurricanes & Tropical Storms

Hurricanes are tropical storms that attain a minimum speed of 74 mph. The term hurricane is given to tropical cyclones that churn in the Eastern and Central Pacific Waters. Hurricanes are giant whirlwinds in which air moves around a center of low pressure, reaching maximum velocity in a circular band extending outward 20 or 30 miles from the rim of the eye. Tropical Storms have rotating winds of 39-73 mph and usually are accompanied by heavy rains and thunderstorms.

The movement pattern of these systems can be erratic and unpredictable. The major hazards posed by a hurricane include violent winds, torrential rainfall, flooding, storm surge, and high surf. The general season for hurricanes is between the months of June to December.

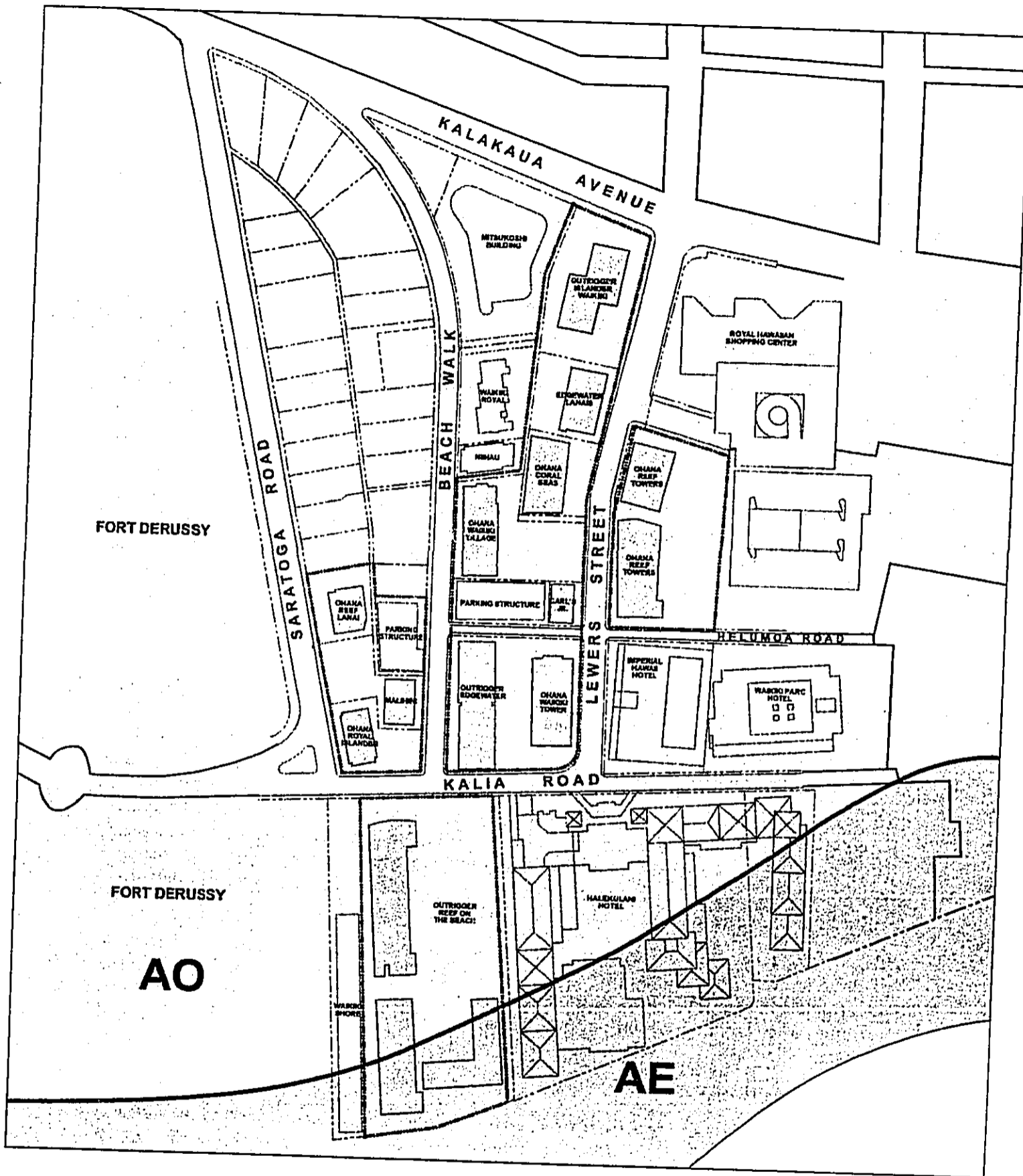
4.5.2 Earthquake

The majority of earthquakes in Hawai'i are directly related to volcanic activity, particularly to the movement of magma beneath Kilauea and Mauna Loa, on the island of Hawai'i. Other earthquakes are the result of exerted pressures released by magma that never reaches the surface. According to previously established procedures, the United State Geological Survey conducted a probabilistic seismic-hazards assessment in 1997. From this assessment, seismic zonations were re-assigned for each county. The entire City and County of Honolulu lies in a seismic zonation designated as Zone 2A. Under the United Building Code seismic provisions, a Zone 2A area could experience seismic activity between .075 and .10 of the earth's gravitational acceleration (g-force). In comparison, the County of Hawai'i, with its ongoing volcanic activity, is designated as Zone 4, the highest seismic zonation, demonstrating that the island of Hawai'i could experience severe seismic activity between .30 and .40 g-forces.

4.5.3 Flooding

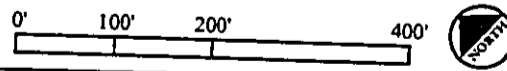
The project site mauka of Kālia Road lies within the 100-year flood zone designated AO on the National Flood Insurance Rate Map (#15001 0120 C) with a base flood average of 1 to 3 feet, as shown in Figure 4-5. Flooding in these areas is usually shallow and consists of sheet flow on sloping terrain. A portion of the Outrigger Reef on the Beach property lies within the AE designated zone. The AE zone represents a special flood area that has the potential to be inundated with a 100-year flood. For the AE designations, base flood elevations are determined for each specific geographical area. Within the project site, areas designated as part of the AE zone have a base flood elevation of 7 feet.





FIRM Characteristics

Waikiki Beach Walk





4.5.4 Tsunami Inundation

Historically, the south shore of O'ahu, including Waikīkī, has been affected only minimally by tsunamis. In one account, an observer residing near Kamehameha V's property at Helumoa noted that the tides were drawn out and then flooded back inland causing moderate damage sometime in the late 1860s. A tsunami inundation zone map is presented in Figure 4-6.

4.6 MAN-MADE ENVIRONMENT

4.6.1 Cultural, Historic, & Archaeological Resources

Cultural Surveys Hawai'i prepared a traditional and cultural practice assessment and which is presented in Appendix A.

4.6.1.1 Cultural Resources and Traditional Practices

The project area has undergone extensive urbanization and development over the years. Thus, the usual traditional and cultural practices that may occur in less urbanized areas (i.e., gathering rights for cultural and religious purposes, plant resources, water rights, access issues related to gathering) were found to be virtually non-existent. However, it is important to document past Hawaiian cultural practices within the study area and the surrounding vicinity through oral history and, where possible, to identify cultural practices which have transcended into the 21st century.

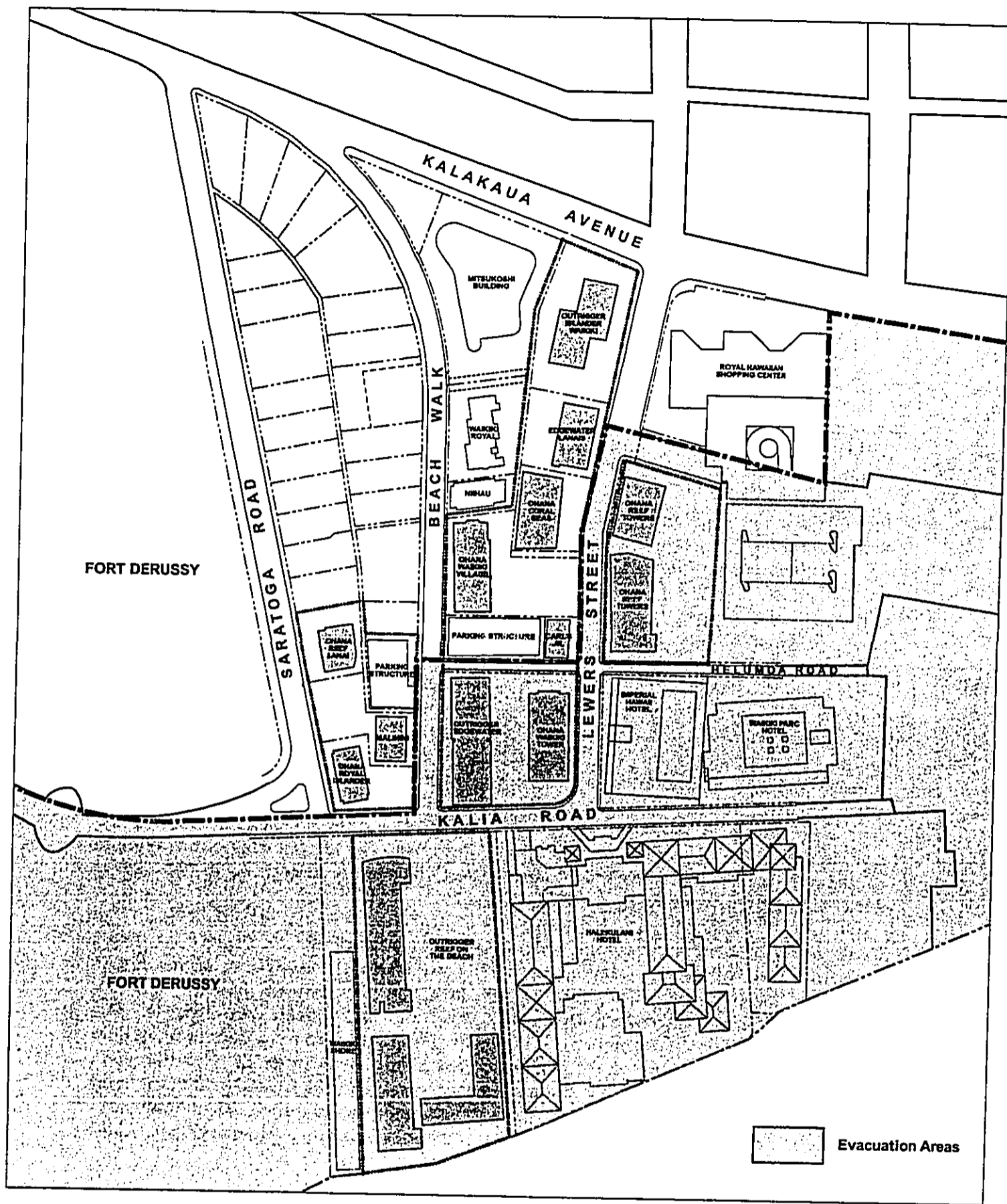
In regards to cultural resource identification, a key understanding is that what once existed on the 'āina, on the land, still exists. For any given natural landscape, the indigenous perspective embraces the notion that their ancestors continuously dwell in areas once resided, leaving an imprint that forever exists. Rooted in native Hawaiian epistemology, the basic underlying thought is that the land is alive and there exists a breathing spirit that emanates from those that have come before. Thus, it is important to recognize that to create a "Hawaiian sense of place" essentially means understanding the cultural landscape through the lens of native Hawaiian epistemology and from that understanding begin to develop a process that either integrates or acknowledges cultural knowledge into application and practice.

Based on recommendations from Hawaiian organizations, agencies, community members, and cultural and lineal descendants with ties to Waikīkī, five kupuna were identified and four interviews were conducted. From these interviews, common themes emerged as to what particular culturally related issues were considered to be of greatest concern.

Cultural Practices & Access

Due to the developed and urbanized nature of the project area, no current cultural practices were identified for the area between Saratoga and Lewers Street, ma kai of Kalākaua to the shoreline. However, because the shoreline has basically remained





Tsunami Inundation Zone
 Waikiki Beach Walk



unchanged for years and access to the beach was not prohibited, cultural practices, both past and present, were identified in relation to (1) gathering marine resources for cultural and subsistence purposes, and (2) a religious practice related to spiritual and physical healing.

Burials

In Native Hawaiian epistemology, there exists an innate respect for all things in their universe, recognizing that all things, both animate and inanimate, possess a spiritual 'ea, an essence. It is from this spiritual essence that all inherent power and talents, known as mana, become actualized (Pukui, Haertig, Lee: 1976; Kamakau: 1992). From this understanding, there arises a respect for the natural environment and its resources that become a governing value in Native Hawaiian belief. It is these kinds of values, imparted through various sources of traditional and customary knowledge, which provide the guiding principles for effective management practices of the natural and cultural landscape, including the protection of ancestral remains.

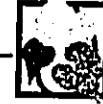
In the Hawaiian language, the word "kanu" means to plant, to cultivate, and to bury a deceased person. Thus the use of symbolism in language provides an important cultural lesson. When native Hawaiians bury those that have "hala i make," passed on to death, it is the ancestral remains that have been "planted" and in turn provide us, in the living, with spiritual and physical growth. When returned to the 'āina, it is the ancestors that have passed on that become the physical and spiritual nourishment to all that grow and thrive, thereby becoming sustainers of life through their death.

It seems the circumstances of the burials discovered in the surrounding vicinity of the project area are much more mundane than battle deaths or human sacrifices, namely that the vast majority of the deceased were the common people of Kālia. During a short time of peace, Kamehameha and other warring chiefs took this opportunity to re-establish their forces, which had been greatly reduced through war and disease, such as the 'ōku'u plague. A terrible epidemic of measles attacked the people of the islands and it is claimed that more than three hundred bodies were carried out to sea from Waikīkī in a single day. It is possible that some of the Kālia burials discovered to date reflect such early depopulation by introduced diseases.

Rank seems to have had profound influences on places available for disposal. A king's body, or those of his attendants, could be placed within the district of the king's authority. Many geographical features were available. Fewer were available to lesser chiefs and their attendants, who were presumably limited to their own districts. The number of geographical features available for disposal seems to have decreased as rank decreased. Disposal for members of an extended family living in an 'ili, a land division with the ahupua'a was restricted to those geographical features located within the land unit, such as broken lava flats, lava tubes, earth plains, or sand dunes. Most Hawaiians in the precontact period belonged to the maka'āinana or commoner class and their bones were usually buried in no other area than their particular 'ili.

Burials are commonly reported from clean, consolidated sand deposits and were clearly





a common method of interment practiced by Hawaiians. It seems likely that the remains thus far documented in the surrounding vicinity of the project area, specifically the areas of Saratoga Road, Fort DeRussy and the Hilton Hawaiian Village, relate to common mortuary practices.

4.6.1.2 Archaeological Resources

Paul H. Rosendahl, Inc. prepared an archaeological assessment, which is included in Appendix B.

Historic maps of the area indicate that several fishponds were once present within and immediately adjacent to the current project area. Loko Kaohai (Site 4578) and Loko Halemauuola (Site 5479) were situated on the northern edge of the project area. Previous investigations at nearby Fort DeRussy revealed subsurface evidence of fishponds, and it is likely that demolition or construction excavation in this general area may well encounter buried fishpond deposits along with associated cultural remains. Furthermore, the muliwai that once existed along the western edge of the project area may still contain subsurface vestiges of lo'i that were known to be present.

Human burial and cultural deposits related to both precontact and historic period occupations have been recovered both to the east and west of the current project area. Excavations at the Halekūlani Hotel encountered both intact and disturbed human burials, as well as historic deposits, on the property. Excavations conducted to the immediate west at Fort DeRussy and the Hale Koa Hotel also encountered intact human remains. Thus it is likely that the coastal portion of the current project area may contain human burials, as well as other potentially significant cultural remains-habitation deposits with portable artifacts and midden materials, and features such as firepits, hearths, ovens, postholes, pavements, and trash pits.

The following summarizes some of the studies that have been completed for this area (the complete archaeological assessment is provided in Appendix B).

In 1930, J. Gilbert McAllister conducted an island-wide survey of O'ahu (McAllister 1933). He reported a total of four heiau (or temple) sites within the vicinity of Waikīkī, the largest of which was Papaenaena (Site 58), located at the base of Diamond Head in the area of present Hawai'i School for Girls at La Pietra. This luakini heiau was used for human sacrifice and was reportedly associated with Kamehameha I. Kenneth P. Emory of the Bishop Museum attempted to identify the heiau foundation in 1968 when the La Pietra property was being developed, but results were inconclusive (Davis 1989:20).

While excavating for the Hale Koa Hotel at Fort DeRussy to the west of the current project area in 1976, Bishop Museum recovered five human burials (Kimble 1976). The remains were reported to be prehistoric or early historic bundle burials (Site 50-80-14-9500). A sixth human burial was also recovered from immediately below the road and was believed to be of later interment.





In 1980, Earl Neller conducted emergency excavations at the Hilton Hawaiian Village Tapa Tower site (Neller 1980). The remains of three individuals were recovered along with nearby trash pits (Site 50-80-14-2870). Due to ongoing construction activity, Neller was unfortunately unable to conduct any controlled excavations at the site; however, using historic documents, Neller was able to reconstruct the historic shoreline and determined that the burials were likely interred after 1850.

In 1981, Neller conducted an archaeological reconnaissance and emergency recovery at the site of the then new Halekūlani Hotel (Site 50-80-14-9957), located immediately to the east of the current project area, along the coastline (Neller 1981). The State Historic Preservation Office had been notified that human remains were unearthed during construction. Neller investigated the site and determined that there were four distinct individual burials, three located to the northwest of the project site and one located along the shoreline on the east side. There were also a number of bottles and historic trash pits that also had been disturbed during construction. Although he could not locate any undisturbed remains (they having all been disturbed prior to notification), Neller was able to make several determinations regarding the remains and their context. First, he determined that the burials were likely native Hawaiian, and likely interred in the 1800s. Second, the historic artifacts recovered from the site also dated from the late 1800s and early 1900s. Although there was a lack of intact archaeological deposits, the available evidence points to a historic site located along this portion of Waikīkī, and Neller recommended archaeological investigations, including monitoring, be conducted at the property.

In 1984, Bishop Museum conducted archaeological and historical investigations at the Halekūlani Hotel (Davis 1984). Bert Davis excavated a series of test pits and trenches in an attempt to isolate intact cultural deposits. While most of the area has been heavily impacted by recent construction, an area along the beach and an isolated area in the center of the property remained relatively intact. Excavations uncovered 32 features, including human skeletal remains, a dog burial, postholes, trash pits, privies, and several unidentified pits. Most of the trash pits contained historic bottles, ceramics, and metal. Davis concluded that while the area had been heavily disturbed by the recent construction, significant cultural materials that dated to the late 1800s had remained intact.

Between 1985 and 1987, Paul H. Rosendahl, Inc. (PHRI) conducted archaeological monitoring of construction excavations associated with the Mechanical Loop Project at the Hilton Hawaiian Village (Hurlbett et al. 1992). The project identified 15 features—most from the northeast end of the project area near Kālia Road—associated with historic use of the area, and 3,819 artifacts consisting of household (glassware and tableware) and architectural (nails, glass, etc.) items. Based on the artifact assemblage, the majority of the items recovered dated between 1870 and 1930.

Extensive archaeological work has been conducted in the area of Kālia Road and the Fort DeRussy property. Beginning in 1989, a series of test excavations, data





recovery and monitoring projects were undertaken for the area. In July of 1989, PHRI (Rosendahl 1989) conducted a limited subsurface inventory survey for a proposed luau facility located at the Hale Koa Hotel. Test excavations identified a buried cultural layer and associated historic artifacts in the area of the proposed luau facility. Based on the disturbance of the cultural layer and the lack of midden remains, Rosendahl concluded that the area had been disturbed and the historic artifacts were in a secondary context. As a result, archaeological monitoring of construction activities was recommended.

Between February and April of 1989, Bert Davis conducted a subsurface reconnaissance survey and historical research at Fort DeRussy (Davis 1989). Archaeological testing attempted to confirm archival data suggesting that the area contained evidence of buried fishponds and 'auwai (irrigation ditches) and associated habitation remains. The testing confirmed the presence of intact subsurface cultural deposits with individual features ('auwai and fishpond walls), as well as historic deposits. The historic land filling episodes that occurred at Fort DeRussy had filled in the ponds and 'auwai but had not destroyed them. Furthermore, historic deposits located along the beachfront contained glass and ceramics that dated from the 19th century.

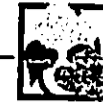
In April and June 1992, BioSystems Analysis, Inc., conducted archaeological data recovery excavations in connection with the construction of new recreational facilities at Fort DeRussy (Simmons et al. 1995). Excavations in an area that was previously identified as containing buried fishpond and habitation deposits by Davis (1989), uncovered information regarding the construction and structure of the fishponds and the 'auwai system that fed the ponds. Also identified were a habitation deposit that indicated continual use of the area.

Between January and September 1993, BioSystems Analysis, Inc. conducted archaeological monitoring during Phase I activities for the Kālia Road Realignment, which was associated with the construction of a new tower for the Hale Koa Hotel (Carlson et al. 1995). The monitoring uncovered the remains of Loko Pāweo, a fishpond (Site 50-80-14-4574), and two other sites (4570 and 4966) containing historic trash pits, features, an occupation layer and numerous human remains (Carlson et al 1994) including several sets located directly in front of the U.S. Army Museum.

In 1996, Pacific Legacy, Inc. conducted an archaeological inventory survey with subsurface testing at the site of the proposed Kalākaua Plaza, situated on the mauka side of Kalākaua Avenue, directly across from Fort DeRussy. Archival research indicated the probability of encountering fishpond deposits or other cultural resources associated with the intensive cultivation in Waikiki (Cleghorn 1996). No cultural deposits were identified, and the area was determined to be extremely wet or marshy and "not conducive for traditional economic practices" (Cleghorn 1996: 15).

In 1999, Cultural Surveys Hawai'i (Hammatt and McDermott 1999) recovered the remains of two human burials (Site 50-80-14-5744-1 and 2) found along Kalākaua





Avenue, near Ena Road. The remains were uncovered between 1.2 and 1.5 m below surface within a beige sand matrix during the placement of anti-crime lighting in Waikīkī.

In 2000, Cultural Surveys Hawai'i, (LeSuer et al. 2000) conducted an archaeological subsurface inventory survey on a proposed development parcel directly across Kalākaua Avenue from the Fort DeRussy tennis courts and across Kālainmoku Street from where Pacific Legacy, Inc. had worked (Cleghorn 1996). The subsurface testing identified the major `auwai (Site 50-80-14-4970) that fed the fishponds of Waikīkī. Also identified were a historic period wetland that appears to have been used for agricultural purposes (site 50-80-14-5796), and abundant micro-strata interpreted as fill episodes from the dredging of the Ala Wai Canal.

In April 2001, PHRI conducted a subsurface inventory survey of the Hilton Waikikian property situated immediately adjacent to the northwest of the existing Hilton Hawaiian Village Complex (Corbin 2001). A series of backhoe trenches revealed that the area had been extensively disturbed by historic period land modification activities. While recent historic materials were recovered, no evidence of earlier archaeological remains was encountered. (Paul H. Rosendahl, Ph.D., Inc., 2001)

4.6.2 Noise

A study of current and projected noise conditions was conducted by Y. Ebisu & Associates and is included in Appendix G. Noise is defined as unwanted sound. Sound may be classified as noise when it damages hearing ability, causes other bodily effects detrimental to health and safety, disturbs sleep and rest, interferes with conversation or other forms of communication, or is simply annoying or irritating.

The Day-Night Average Sound Level (Ldn or DNL) method, developed by the Environmental Protection Agency, is the most widely used to describe environmental noise. The measurement is weighted so that late night noises are penalized, on the assumption that these noises are more objectionable because they can disturb sleep.

Land use compatibility guidelines for various levels of environmental noise as measured by the Ldn descriptor system are shown in Figure 4-7. In the project area, traffic noise levels associated with Kalākaua Avenue, Kālia Road, and Saratoga Road are greater than 70 Ldn along their Rights-of-Way due to the large volumes of traffic and heavy vehicles such as trucks and buses on those major thoroughfares. Adding to the traffic noise from the roadways are the relatively high noise levels of tour buses idling at curbside, sirens on police and emergency vehicles, outdoor mechanical equipment such as fans and air conditioning equipment at commercial and resort buildings, maintenance activities, and garbage and delivery truck operations.

In Hawai'i, the State Department of Health (DOH) regulates noise from fixed mechanical equipment and construction activities. State DOH noise regulations are





expressed in maximum allowable noise limits rather than Ldn. Although they are not directly comparable to noise criteria expressed in Ldn, State DOH noise limits for single family residential lands equate to approximately 55 Ldn. For multifamily residential, commercial, and resort lands, the State DOH noise limits equate to approximately 60 Ldn. For light and heavy industrial lands, the State DOH noise limits equate to approximately 76 Ldn. Construction activities, which are typically noisier than the State DOH noise limits, are regulated through the issuance of permits for allowing excessive construction noise during limited time periods.

4.6.3 Air Quality

A study of current and projected air quality conditions was conducted by J.W. Morrow Associates and is included in Appendix H.

The State Department of Health, Clean Air Branch has been monitoring ambient air quality in the State of Hawai'i since 1957. The network is comprised of 17 monitoring stations on the islands of O'ahu, Kauai, Maui, and Hawai'i. The purpose of the network is to measure ambient air concentrations of the six criteria pollutants that the United States Environmental Protection Agency has promulgated National Ambient Air Quality Standards. The six criteria pollutants include: carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, ozone, and particulate matter less than or equal to 10 micrometers (PM₁₀).

In Waikiki, the National Air Monitoring Station is located at 2131 Kalakaua Avenue. This station was established for the monitoring of carbon monoxide. Other monitors on the island of O'ahu are used to detect other types of pollutants. A summary of air quality conditions on the island of O'ahu is provided in Table 4-2.

Table 4-2
Air Quality Data, Department of Health Monitoring Sites 2000

Pollutant	Concentration (µg/m ³)	
Particulate Matter <10 microns (PM ₁₀)	24-hour	43
	Annual	14
Sulfur Dioxide (SO ₂)	3-hour (max)	46
	24-hour (max)	8
	Annual	2
Carbon Monoxide (CO)	1-hour (max)	4.0
	8-hour (max)	2.3
	Annual	1.0
Ozone (O ₃)	1-hour (max)	110
	Annual	40





Nitrogen Dioxide (NO ₂) Annual	7
Notes: SO ₂ and PM ₁₀ are from the Department of Health Building Site. CO data are from the Waikīkī monitoring site. O ₃ data are from the Sand Island site. NO ₂ data are from the Kapolei site. CO data are milligrams per cubic meter (mg/m ³)	

In addition, on-site carbon monoxide sampling during peak traffic hours was conducted. Analysis showed that existing conditions of carbon monoxide levels within the project area are consistently below state and federal standards.

4.6.4 Hazardous Materials

A preliminary study of the project area and related historical documents, performed by J.R. Herold & Associates (Appendix I), indicate the presence of hazardous materials which require abatement prior to demolition of existing structures. Constructed during the 1950s and 1960s, buildings in the project area may contain certain types of hazardous materials.

Asbestos – Buildings in the project area may contain asbestos in acoustic ceiling material, floor tile, electrical conduits, and thermal pipe insulation, and other building materials. While selective testing and abatement has occurred with renovation projects throughout

the project area, a comprehensive survey and abatement program will be conducted prior to building demolition.

Lead Containing Paint – Given the ages of the properties in the project area, it is assumed that lead paint exist both in the interior and exterior. Individual buildings will be tested and any lead containing paint that is peeling or flaking will be removed prior to demolition.

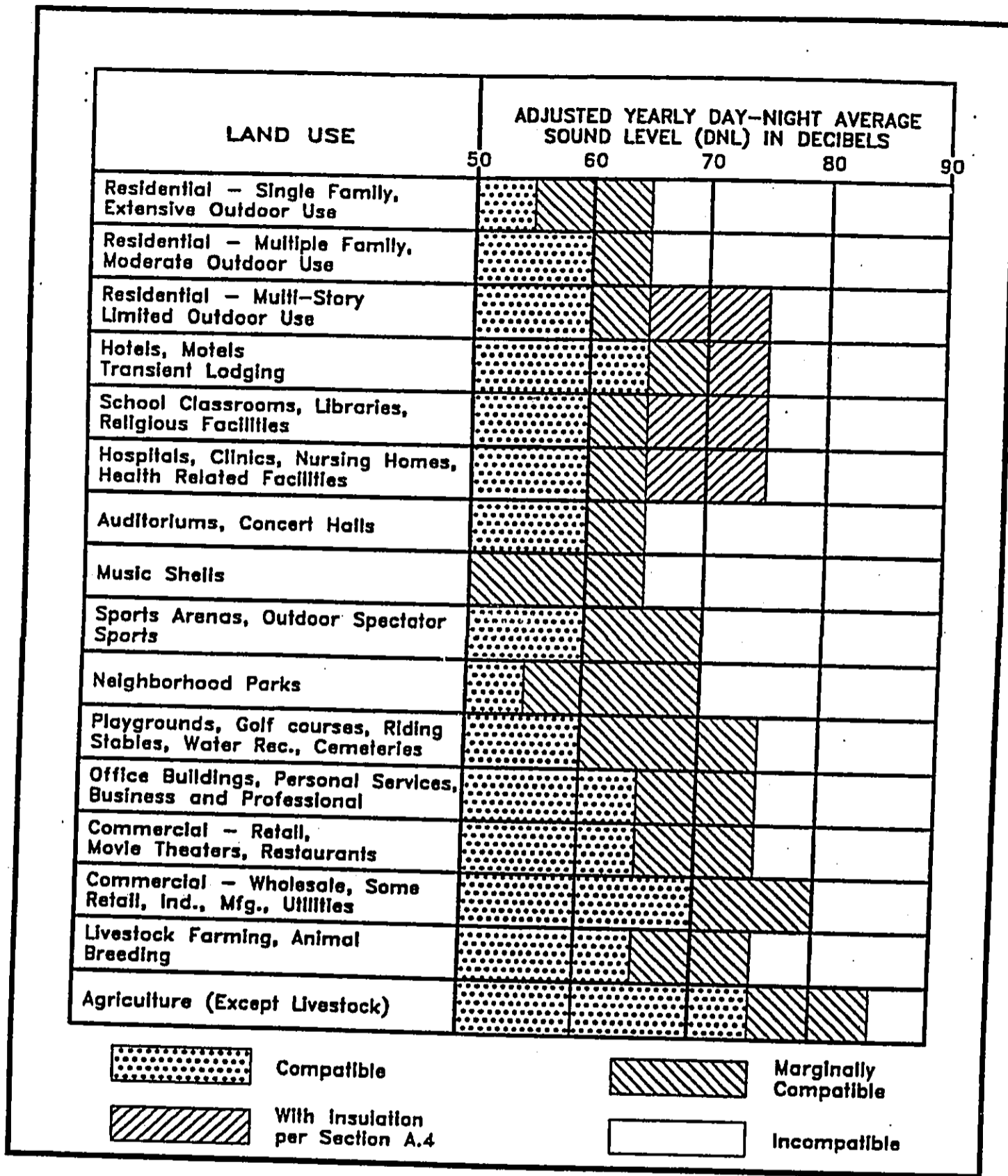
Underground Storage Tanks (USTs) – There are no known USTs in the project area.

Polychlorinated Biphenyls (PCB) – Light ballasts, assumed to contain PCB, occur in large numbers throughout the project area. These will be removed and transported to a permitted facility prior to demolition. Transformers and capacitors containing PCB will be treated appropriately.

Mercury Containing Lamps – Unless recently replaced, fluorescent lamps can be expected to contain mercury vapor. These lamps will be removed and transported to a permitted facility prior to demolition.

Soil and Groundwater Contamination – During site inspection, no activities were observed to suggest possible sources of soil and groundwater contamination.





Source: Y. Ebisu & Associates (2001)

Land Use Compatibility with Yearly Average Day-Night Average Sound Level (DNL) at a Site for Buildings as Commonly Constructed

Waikīkī Beach Walk



Other Hazardous Materials – There are small quantities of various hazardous materials using in the daily maintenance of hotel properties. Prior to demolition, these chemicals will either be used, transferred, or disposed of properly.

4.7 INFRASTRUCTURE & UTILITIES

An infrastructure assessment was prepared by Wilson Okamoto Associates, Inc. and is included in its entirety as Appendix J. To assess the infrastructure in the project area, existing data and record drawings were collected from government agencies and utility companies, and reviewed in conjunction with the planned development. The review provided information on the availability of water supply, sanitary sewer, storm drainage, electrical power, telephone, and gas systems in the area. Potential existing constraints are discussed and potential mitigation measures suggested for consideration as a basis for further consultation with appropriate agencies during engineering design of the proposed project.

4.7.1 Roadways & Circulation

Several studies have been conducted to assess the impacts of the project on the area's roadways, traffic flows, parking and loading activities, and pedestrian circulation. A traffic impact assessment, prepared by Kaku Associates, Inc., is presented in Appendix K. A parking and loading management plan was prepared by TDA, Inc in Appendix L. These reports are summarized in this and subsequent sections.

4.7.1.1 Roadways

The existing roadways in the vicinity of the project area are owned by the City and County of Honolulu and maintained by its Department of Facilities Maintenance.

Regional access to the project site is provided by the Lunalilo Freeway (H-1) via Kapi'olani Boulevard, McCully Street, and Kapahulu Avenue. Additional regional access is provided by several major arterial streets including Ala Moana Boulevard and Kalākaua Avenue. Direct access to the project site is provided by Saratoga Road, Kālia Road, Beach Walk, Helumoa Road, and Lewers Street.

The study area is bounded by Saragota Road on the 'Ewa side (west), Kalākaua Avenue on the mauka side (north), Royal Hawaiian on the Diamond Head site (east) and Kālia Road on the makai side (south). Brief descriptions of the principal streets serving the study area are included below:

- Ala Moana Boulevard – Ala Moana Boulevard is a state highway that runs in the east-west direction regionally but runs in the north-south direction on the Ewa side of the study area. It provides six lanes, three lanes in each direction south of Kālia Road, and five lanes, three lanes southbound and two lanes northbound, between Kālia Road and Kalākaua Avenue. The roadway has a raised median in the vicinity of the project site with no parking permitted on either side.





- **Ena Road** – Ena Road is a local street that runs north-south from Kalākaua Avenue to Ala Moana Boulevard within the study area. It provides two travel lanes, one lane per direction. No parking, stopping, standing, loading and unloading is allowed on either side.
- **Niu Street** – Niu Street is a one-way collector street that runs south from Ala Wai Boulevard to Kalākaua Avenue. It provides three travel lanes with no parking anytime on the west side and no parking from 6:00 am to 6:00 pm on the east side.
- **Pau Street** – Pau Street is a one-way collector street that runs north from Kalākaua Avenue to Ala Wai Boulevard. It provides one travel lane with parking allowed on both sides.
- **Saratoga Road** – Saratoga Road is a north-south collector street that runs from Kalākaua Avenue to Kālia Road. It provides two travel lanes northbound and one travel lane southbound. No parking is allowed on either side, except for two-hour meter parking from 7:00 am to 6:00 pm southbound north of post office.
- **Beach Walk** – Beach Walk is a one-way collector street that runs south from Kalākaua Avenue to Kālia Road with one travel lane. No parking is allowed on the west side, but metered parking is allowed on the east side between Kalākaua Avenue and Waikīkī Royal. Parking is permitted on both sides between the Waikīkī Royal and Helumoa Road. No parking is allowed on the west side, and there is a freight loading zone only on the east side between Helumoa Road and Kālia Road.
- **Lewers Street** – Lewers Street is a north-south local street from Ala Wai Boulevard to Kālia Road. North of Kalākaua Avenue, it provides one travel lane that runs one-way northbound with parking allowed on the west side, and a freight loading zone only on the east side. Between Kalākaua Avenue and Don Ho Lane, there is one travel lane northbound and 2 travel lanes southbound with no parking anytime on either side. South of Don Ho Lane, it provides one travel lane that runs one-way southbound with tour buses only on the west side and no parking on the east side.
- **Royal Hawaiian** – Royal Hawaiian is a north-south local street. North of Kalākaua Avenue, it provides two travel lanes that run one-way southbound with no parking on the west side and a freight loading zone only on the east side. South of Kalākaua Avenue, it provides one travel lane northbound and two travel lanes southbound with access to the Sheraton Royal Hawaiian.
- **Kalākaua Avenue** – Kalākaua Avenue is a east-west major arterial. Between Ena Road and McCully Street, it provides four travel lanes eastbound and two travel lanes westbound. Between McCully Street and Royal Hawaiian, it operates as a one-way eastbound street with four travel lanes, except for one transit lane going west from Kuamo'o Street to McCully Street.





- Kālia Road – Kālia Road is a local street that runs east-west from Ala Moana Boulevard to the Sheraton Waikīkī Loading dock. It provides one lane per direction between Hale Koa Drive and Saratoga Road as well as east of Lewers Street. Between Saratoga Road and Lewers Street, it runs one-way westbound with 2 travel lanes. No parking is allowed on both sides except for some transit stops west of Hale Koa Drive.
- Helumoa Road – Helumoa Road is an east-west collector street. It provides one lane per direction with no parking allowed on either side. It operates one-way eastbound between Beach Walk and Lewers Street.

ADA Curb Ramps

The City and County of Honolulu completed the *ADA Final Transition Plan Related to Curb Ramps* in January of 1999. The Transition Plan is a schedule for the planned installation of new curb ramps and the modification of existing curb ramps to insure that accessibility is provided for disabled users of sidewalks within the City and County of Honolulu public rights-of-way.

The Transition Plan identified curb ramp modification requirements at the following intersections in the project area:

- Kalākaua Avenue / Lewers Street
- Beach Walk / Helumoa Road
- Beach Walk / Kālia Road
- Lewers Street / Don Ho Lane
- Lewers Street / Helumoa Road
- Kālia Road / Lewers Street
- Kālia Road / Saratoga Road

4.7.1.2 Traffic

Existing Traffic Volumes and Levels of Service

Weekday morning and afternoon peak hour traffic counts were conducted at each of the ten analyzed intersections in July 2001. Figure 4-8 and 4-9 illustrate the existing traffic study area and existing 2001 peak hour traffic conditions, for each of the following intersections:

1. Ala Moana Boulevard/Niu Street/Pau Street & Kalākaua Avenue
2. Ala Moana Boulevard & Kālia Road/Ena Road
3. Rainbow Drive & Kālia Road
4. Olohana Drive & Kalākaua Avenue
5. Saratoga Road/Kalaimoku Avenue & Kalākaua Avenue
6. Saratoga Road & Kālia Road
7. Beach Walk & Kālia Road
8. Lewers Street & Kalākaua Avenue
9. Lewers Street & Kālia Road
10. Royal Hawaiian Avenue & Kalākaua Avenue





Level of service (LOS) is a qualitative measure describing the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The City and County of Honolulu has established LOS D, which is typically recognized as the minimum satisfactory level of service in most urban areas, as the minimum acceptable level of service for its intersections.

Table 4-3 summarizes the results of the level of service analysis for each of the ten study intersections. All ten intersections currently operate at LOS D or better during morning and evening peak hours.

4.7.1.3 Public Transit Service

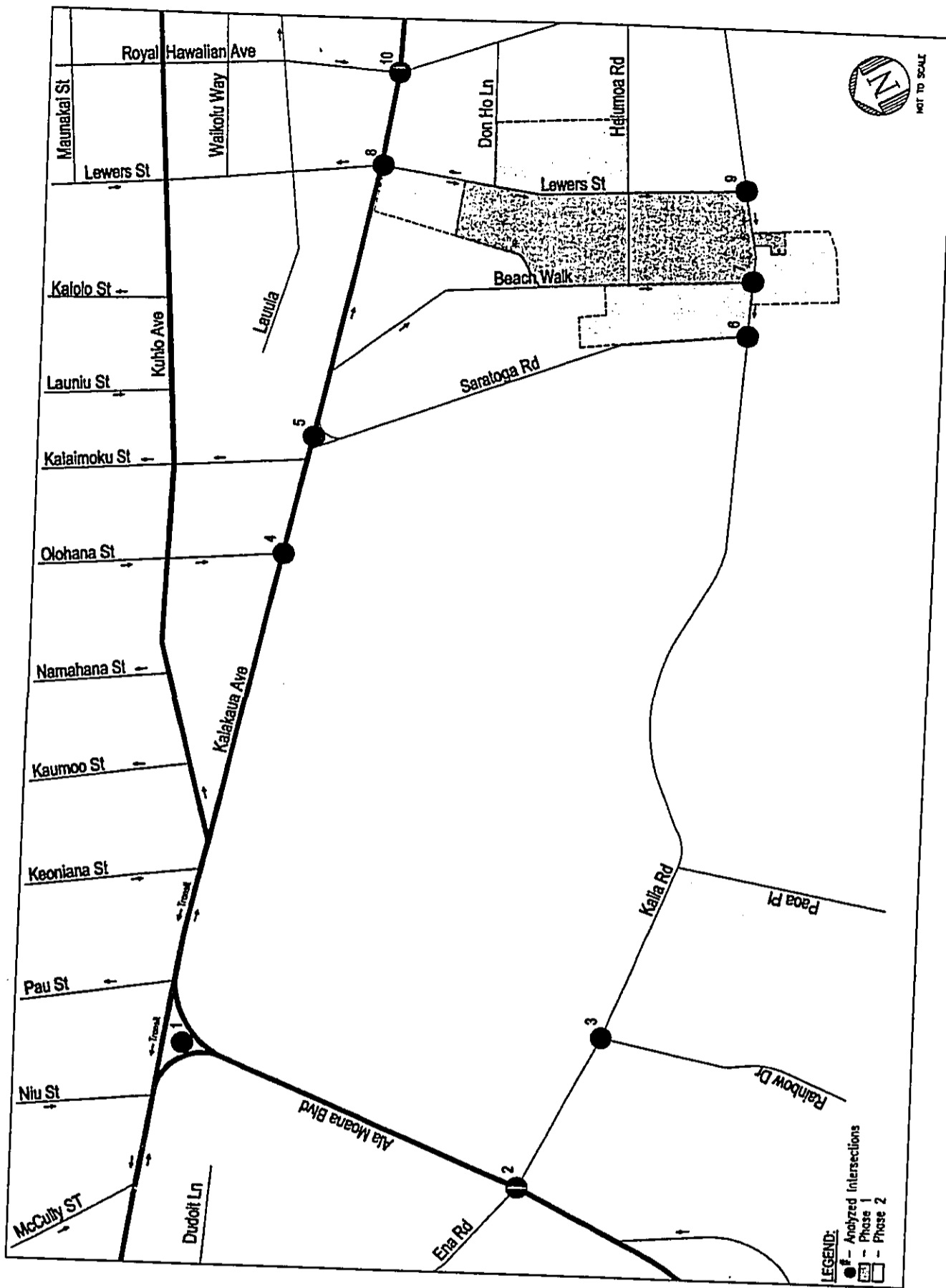
Public Transit Service

The Bus

The study area is served by several transit lines operated by "The Bus," O'ahu Transit Services, Inc. The following thirteen ~~transit lines~~ bus routes serve the study area:

- Route B – This route follows Kalākaua Avenue and Kūhiō Avenue through the study area. The route extends from the Kalihi Transit Center to the Waikīkī area.
- Route 2 – This route follows Kalākaua Avenue and Kūhiō Avenue through the study area. The route extends from the Kalihi area to the Kapahulu area.
- Route 4 – This route follows Kalākaua Avenue, Kūhiō Avenue, Pau Street, Ala Wai Boulevard, and McCully Street in the study area. The route extends from the Waikīkī area to the Dowsett Highlands area.
- Route 8 – This route follows Ala Moana Boulevard, Kālia Road, Saratoga Road, Kalaimoku Street, Olohana Street, and Kūhiō Ave through the study area. The route extends from the Kapahulu area to the Ala Moana shopping center.
- Route 13 – This route follows Kalākaua Avenue and Kūhiō Avenue through the study area. The route extends from the Puunui Park area to the Kapahulu area.
- Route 19 – This route follows Kūhiō Avenue, Olohana Street, Saratoga Road, Kalaimoku Street, Kālia Road and Ala Moana Boulevard through the study area. The route extends from the Kapahulu area to the Hickam Air Force area.
- Route 20 – This route follows Kūhiō Avenue, Olohana Street, Saratoga Road, Kalaimoku Street, Kālia Road and Ala Moana Boulevard through the study area. The route extends from the Kapahulu area to Aiea area.
- Route 22 – This route follows Kūhiō Avenue, Kalākaua Avenue, Pau Street and McCully Street through the study area. The route extends from the Sea Life Park area to the Papahulu area.

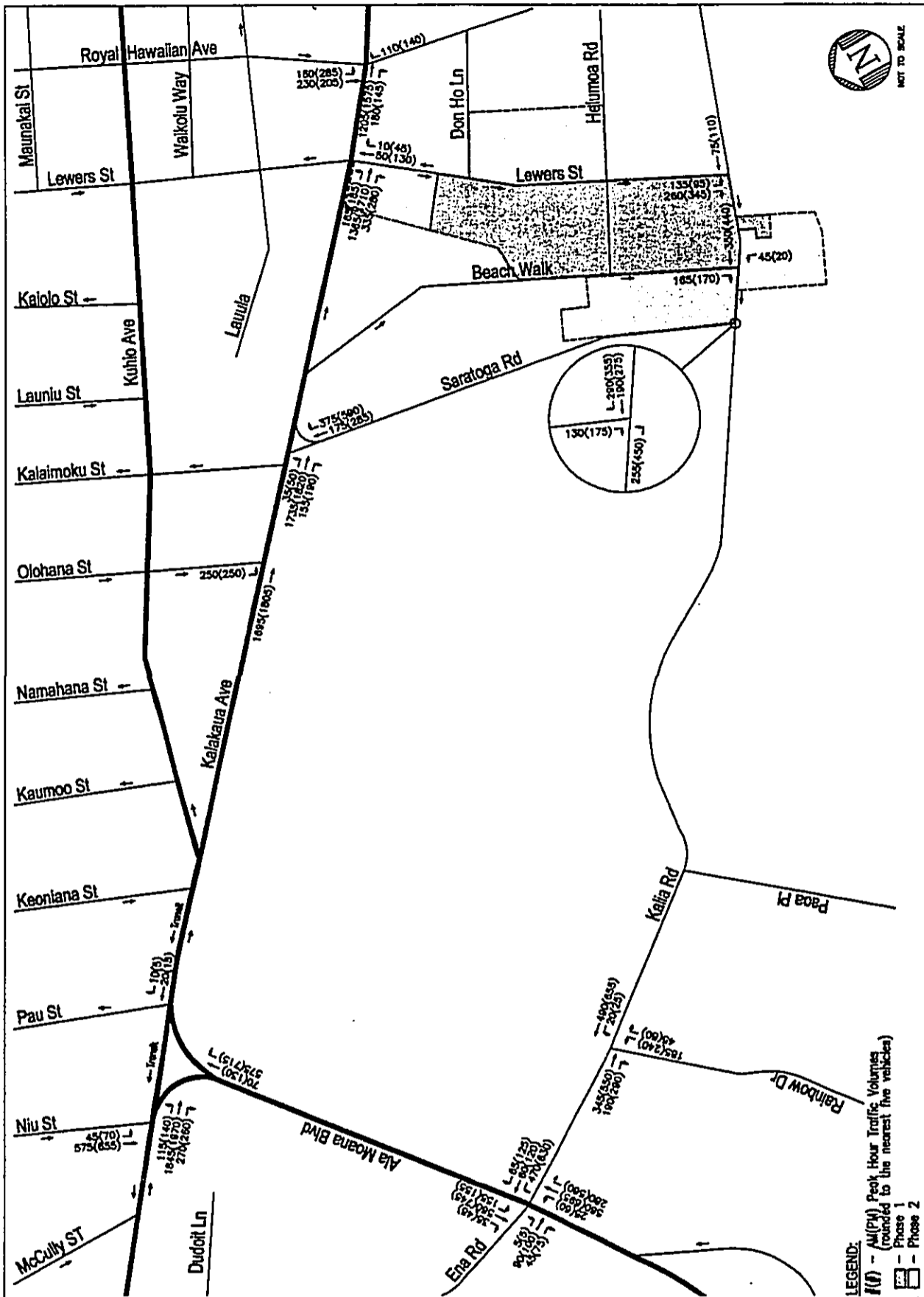




Source: KAKU ASSOCIATES

Traffic Study Area and Analyzed Intersections
 Waikiki Beach Walk

Figure 4-8



Year 2001 Existing Peak Hour Traffic Volumes
 Waikiki Beach Walk

Figure 4-9



**Table 4-3
Year 2001 Existing Conditions
Peak Hour Levels of Service**

INTERSECTION	PEAK HOUR	EXISTING		
		V/C	Delay*	LOS
1. Ala Moana Bl./Niu St./Pau St. & Kalakaua Av.	AM	0.606	18	B
	PM	0.694	21	C
2. Ala Moana Bl. & Kalia Rd./Ena Rd.	AM	0.507	39	D
	PM	0.640	43	D
3. Rainbow Dr. & Kalia Rd.	AM	0.266	10	A
	PM	0.391	10	A
4. Olohana Av. & Kalakaua Av.	AM	0.393	10	A
	PM	0.412	9	A
5. Saratoga Rd./Kalaimoku Av. & Kalakaua Av.	AM	0.463	12	B
	PM	0.571	15	B
6. Saratoga Rd. & Kalia Rd. [1]	AM	0.359	10	A
	PM	0.668	14	B
7. Beach Walk & Kalia Rd. [2]	AM	n/a	11	B
	PM	n/a	11	B
8. Lewers St. & Kalakaua Av.	AM	0.344	3	A
	PM	0.439	6	A
9. Lewers St. & Kalia Rd. [2]	AM	n/a	10	A
	PM	n/a	10	A
10. Royal Hawaiian Av. & Kalakaua Av.	AM	0.391	13	B
	PM	0.463	14	B

Note:

* Delay indicates average control delay per vehicle in seconds.

[1] Intersection is controlled by stop signs on all approaches.

[2] Intersection is controlled by stop signs on the minor approaches.





- Route 42 – This route follows Kūhiō Avenue, Olohana Street, Saratoga Road, Kalaimoku Street and Ala Moana Boulevard through the study area. The route extends from the Kapahulu area to the Ewa area.
- Route 58 – This route follows Kūhiō Avenue, Olohana Street, Saratoga Road, Kalaimoku Street, Kālia Road and Ala Moana Boulevard through the study area. The route extends from the Ala Moana Shopping Center area to the Sea Life Park area.
- Route 201 & 202 – This route follows Ala Moana Boulevard, Kālia Road, Saratoga Road, Kalaimoku Street and Kūhiō Avenue through the study area. The route extends from the ~~Waipahu~~ Ewa area to the Waikīkī area.
- Route 203 – This route follows Kalākaua Avenue, Ala Moana Boulevard, Kālia Road, Saratoga Road, Kalaimoku Street and Kūhiō Avenue through the study area. The route extends from the Kalihi area to the Waikīkī area.

TheHandi-Van

TheHandi-Van is a paratransit service for persons with disabilities who are unable to ride TheBus. Persons interested in using this service must be certified as being ADA paratransit eligible before using the service. Operated by the City and County of Honolulu, TheHandi-Van provides comfortable, safe, and reliable curb to curb service. Coordination of its operations is handled by a reservation and dispatch staff. The service area, days and hours of operation are the same as the fix-route bus service.

TheTrolley

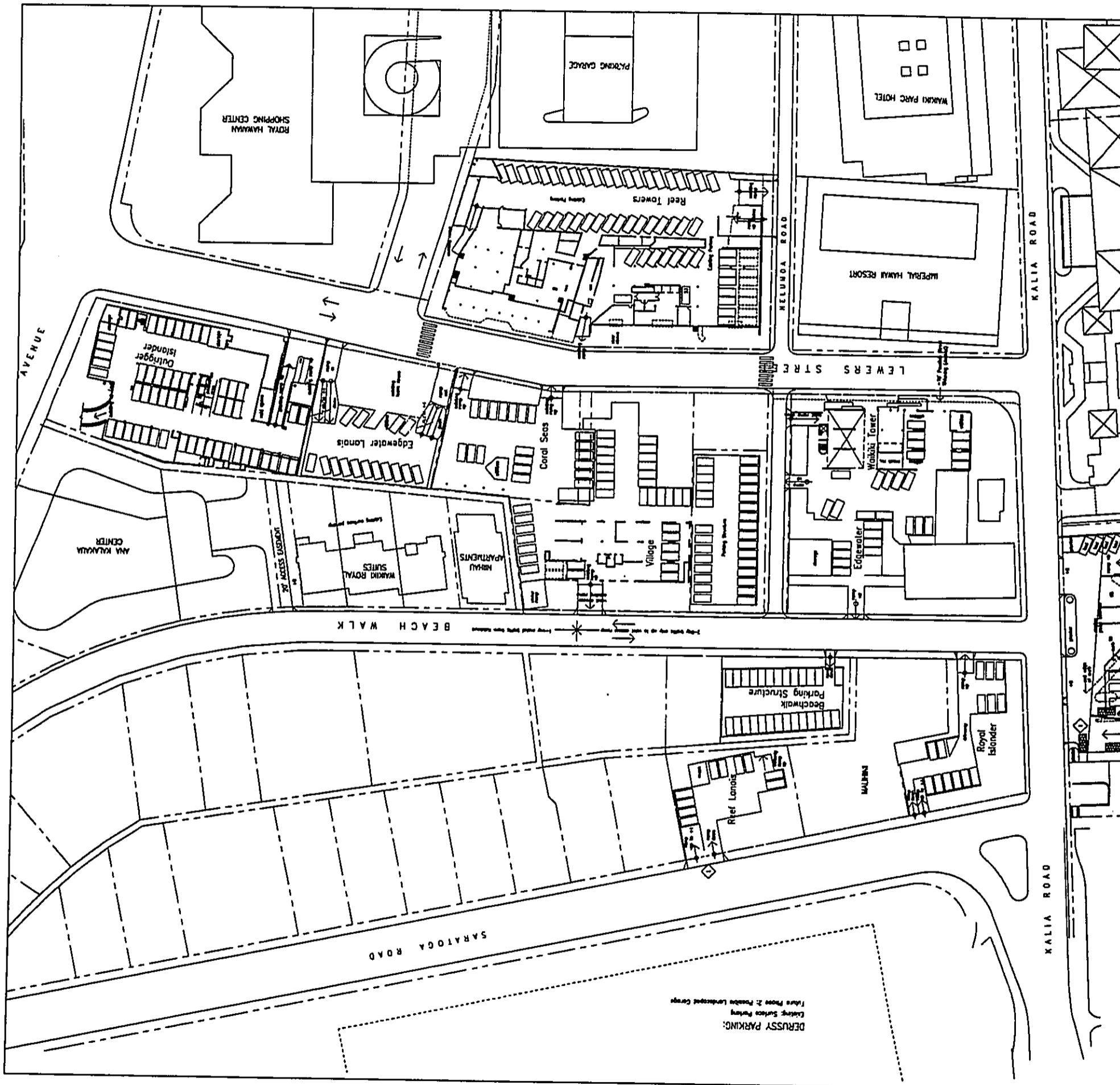
Operating daily every 30 minutes between the hours of 6:00 a.m. and 10:00 p.m., this community circulator trolley offers its services between Kaimukī, Kapahulu, and Waikīkī. The nearest trolley stop to the project area is on corner of Kūhiō Avenue and Seaside Avenue providing services that extend out to Koko Head Avenue. The trolleys are equipped with wheelchair lifts.

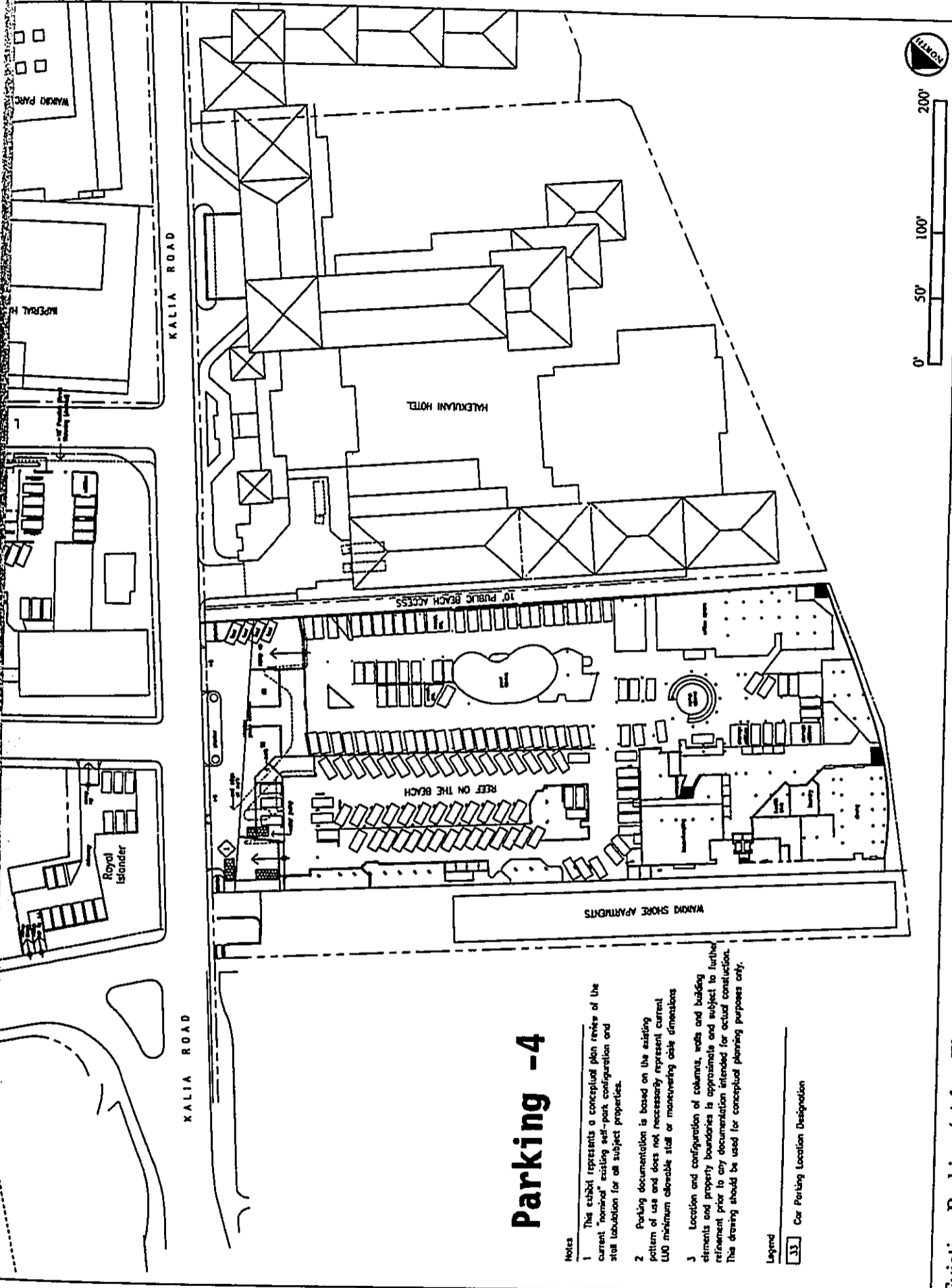
4.7.1.4 Parking

A parking and loading management plan was prepared by TDA, Inc. and is included as Appendix L. The study examined existing parking and loading practices, assessed current Land Use Ordinance requirements, and addressed proposed parking and loading strategies with the proposed development.

Existing hotel and related parking occurs on-site for the Outrigger properties, both below and above grade. Figures 4-10 through 4-12 illustrate the existing parking conditions within the project area. The current parking supply is adequate to meet both average and peak demand, although some hotels have higher demand rates than others. The properties do occasionally share parking and some hotels also accept parking from non-hotel guests.



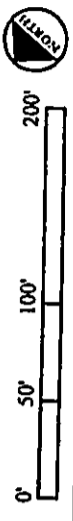




Parking -4

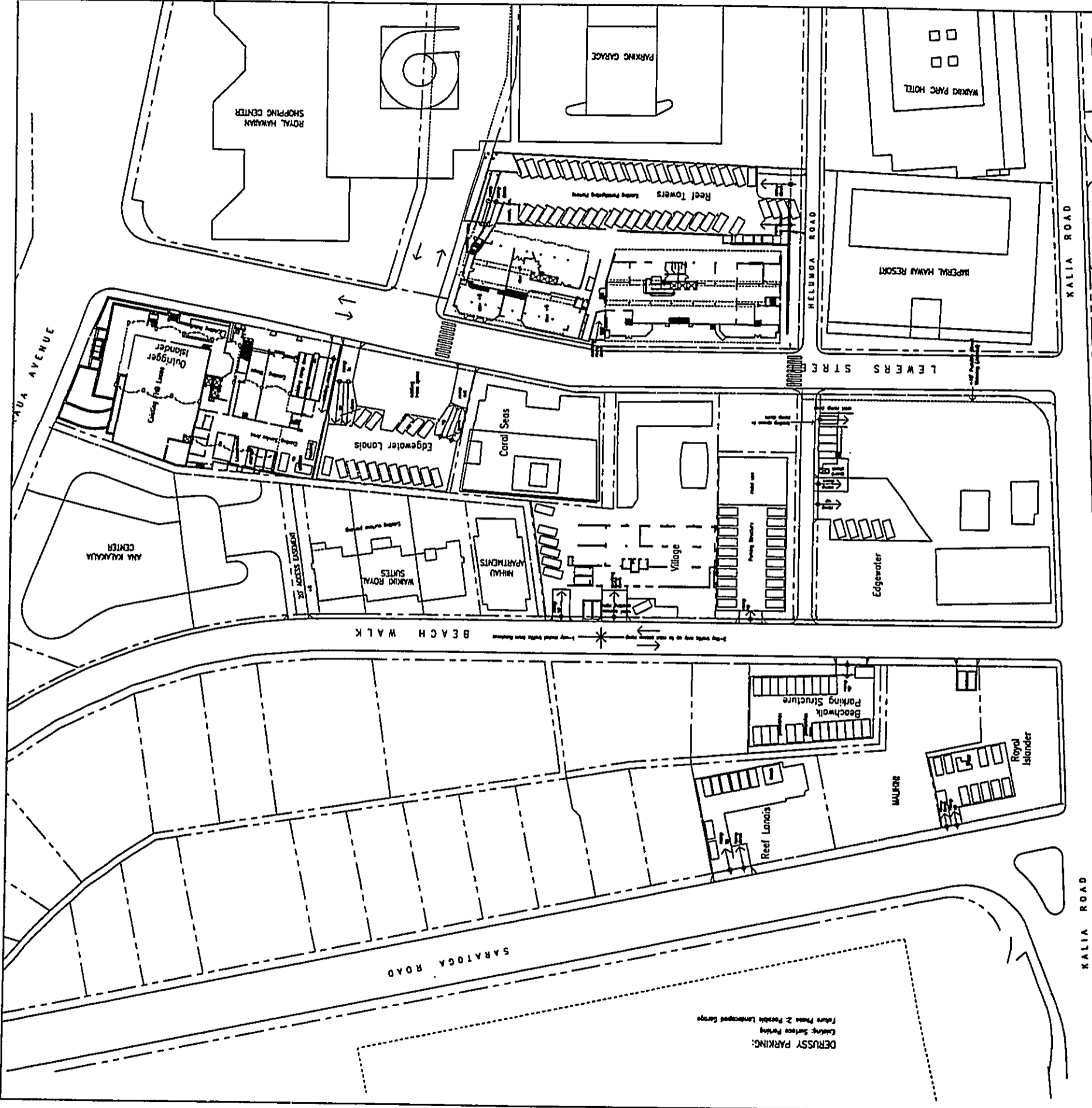
- Notes**
1. This exhibit represents a conceptual plan review of the current "nominal" existing self-park configuration and stall tabulation for all subject properties.
 2. Parking documentation is based on the existing pattern of use and does not necessarily represent current LUO minimum allowable stall or maneuvering aisle dimensions.
 3. Location and configuration of columns, walls and building elements and property boundaries is approximate and subject to further refinement prior to any documentation intended for actual construction. This drawing should be used for conceptual planning purposes only.

Legend
 [Symbol] Car Parking Location Designation



Existing Parking (~4 feet Elevation)
 Waikiki Beach Walk

Figure 4-10



DERUSSY PARKING:
 Existing Surface Parking
 Future Phase 2 Possible Landscaped Garage

Beach Walk
 Long road public use driveway
 Long road public use driveway

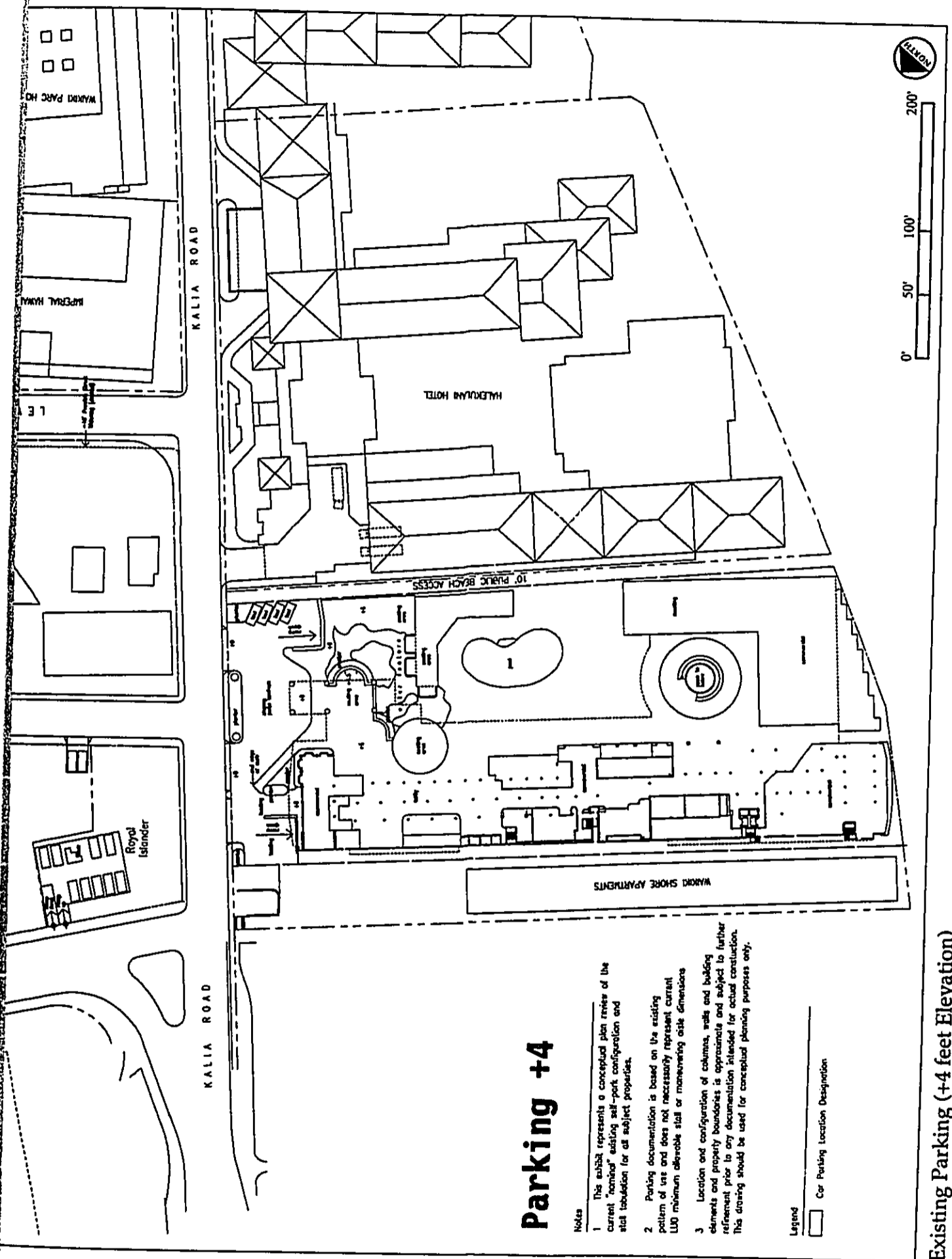
KALIA AVENUE

HELIUM ROAD

KALIA ROAD

LEWERS STREET

SARATOGA ROAD



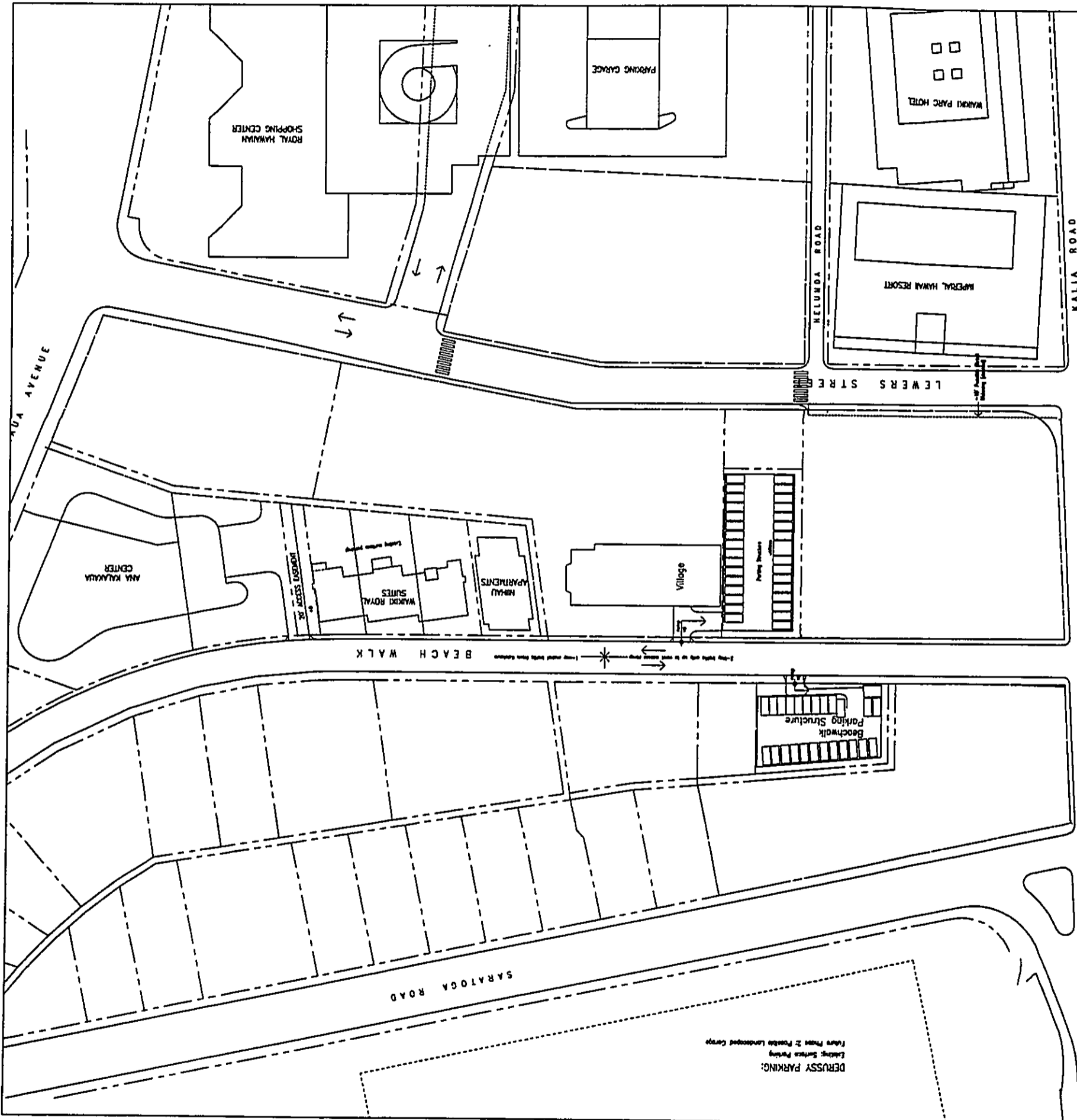
Parking +4

- Notes**
- 1 This exhibit represents a conceptual plan review of the current "nominal" existing self-park configuration and stall tabulation for all subject properties.
 - 2 Parking documentation is based on the existing pattern of use and does not necessarily represent current LUO minimum allowable stall or maneuvering aisle dimensions.
 - 3 Location and configuration of columns, walls and building elements and property boundaries is approximate and subject to further refinement prior to any documentation intended for actual construction. This drawing should be used for conceptual planning purposes only.

Legend
 □ Car Parking Location Designation

Existing Parking (+4 feet Elevation)
 Waikiki Beach Walk

Figure 4-11



DERUSSY PARKING:
Existing: Surface Parking
Future Phase 2: Possible Landscaped Garage

2-way traffic only in both directions along Beach Walk

BY ACCESS (AS SHOWN)

WAIWAI ROYAL SUITES
Nihau APARTMENTS

Village

Beachwalk
Parking Structure

IMPERIAL HAWAII RESORT

WAIWAI PARC HOTEL

ROYAL HAWAII SHOPPING CENTER

AHA KAKAIA CENTER

KUA AVENUE

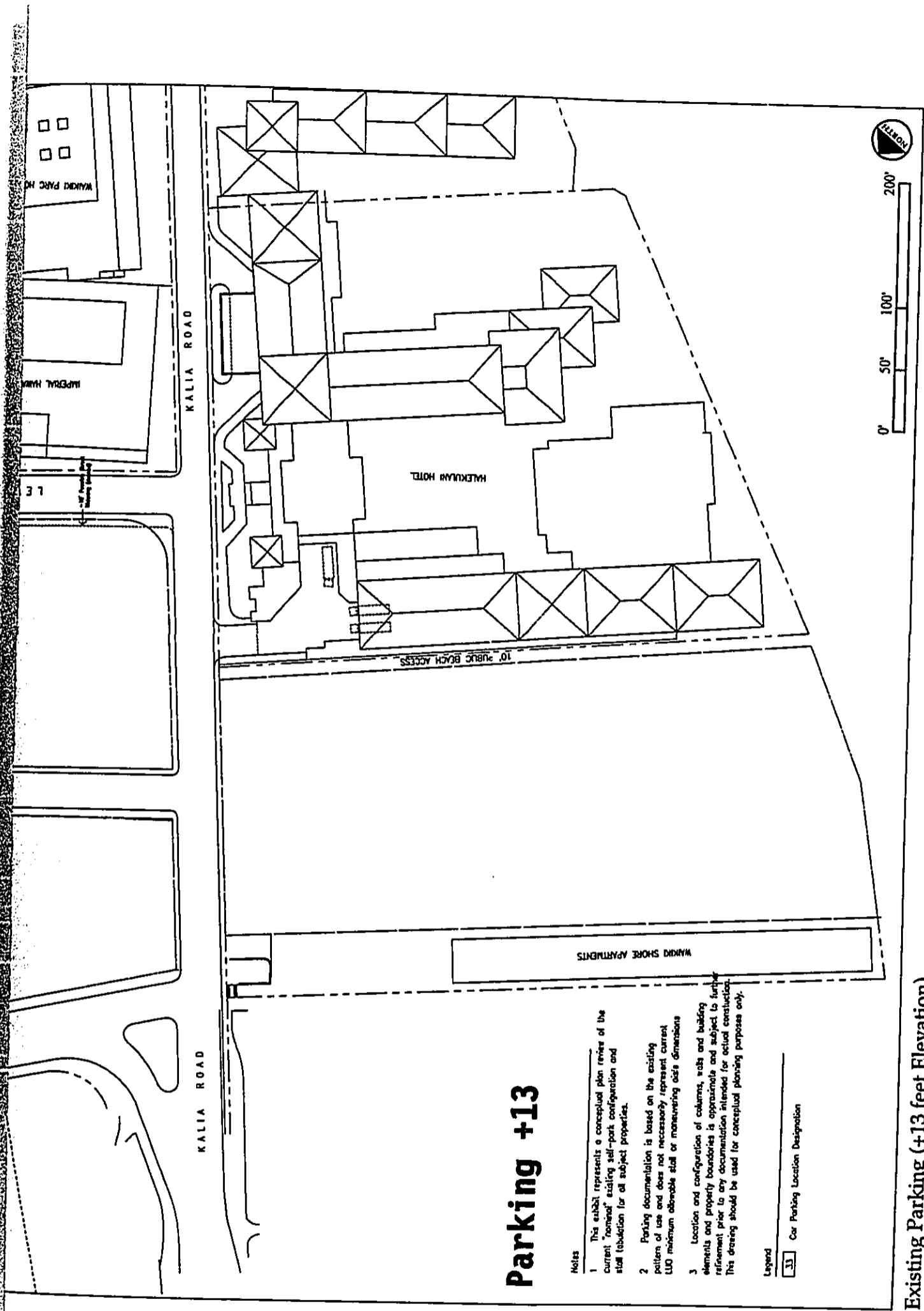
SARATOGA ROAD

HEURDA ROAD

KALIA ROAD

KALIA ROAD

LEVERS STREET



Parking +13

- Notes**
1. This exhibit represents a conceptual plan review of the current "nominal" existing self-park configuration and stall tabulation for all subject properties.
 2. Parking documentation is based on the existing patterns of use and does not necessarily represent current LUO minimum allowable stall or maneuvering aisle dimensions.
 3. Location and configuration of columns, walls and building elements and property boundaries is approximate and subject to further refinement prior to any documentation intended for actual construction. This drawing should be used for conceptual planning purposes only.

Legend
 [Symbol] Car Parking Location Designation

Existing Parking (+13 feet Elevation)

Waikiki Beach Walk

Figure 4-12



The high water table limits below-grade parking and loading in Waikiki. Most parking and loading facilities for businesses makai of Kalākaua only go down to -4 feet, providing one-half floor of parking below grade.

Parking Supply

Field data were collected on Wednesday, July 11, 2001 to determine the current total parking supply. In some locations, a few spaces are used for storage, laundry, rental car stalls or other leased parking activities. Table 4-4 shows parking supply (painted spaces) by facility, the increase number of parking when valet service is added, and the number of parking floors. Note that floors 2 and 3 are completely above grade, while floor 1 is half below and half above grade.

**Table 4-4
Existing Parking Supply**

<i>Property</i>	<i>Painted Supply</i>	<i>Added Valet</i>	<i>No. of Floors</i>
Islander Waikiki	57	11	1
Edgewater Lanais	27	0	2
Reef Towers	102	22	2
Coral Seas/Waikiki Village	131	15	3
Waikiki Tower/Edgewater	37	5	2
Beach Walk Parking Structure	77	0	3
Reef Lanais/Malihini	18	0	1
Royal Islander	17	0	2
Reef On The Beach	143	20	1
Total Supply	609	73	n/a

The total existing parking for these properties is about 609 painted spaces. The parking supply is boosted during peak demand times through valet parking. It has been observed that supply was boosted to 682 spaces with valet services, although more could be accommodated. Most valet parking occurs at Reef on the Beach and the Reef Towers hotels. Additional valet parked cars could be accommodated at the other hotels, especially at the Islander Waikiki and Coral Seas/Waikiki Village.

Parking Utilization

On weekdays, parking was utilized approximately 61-86% during the day. Utilization increases during the evening hours as hotel guest return from a day and local residents visit the Waikiki area for either dining or entertainment purposes.

August has the highest hotel occupancy rates, both for Outrigger and for Waikiki in general. Occupancy can be 80% or higher during August, which translates to about a 23% increase in overall parking demand. Average occupancy for the hotels lies in the 60 – 65% range. In that case, peak parking demand is estimated at 690 spaces. Since the current valet parking system easily increases supply to 682 spaces, the hotels can accommodate demand for 690 spaces by a small adjustment in valet parking. However,





the estimates do not reflect a worst case scenario as it would be a waste of resources to build additional parking for a short-term and infrequent event.

Parking Characteristics of Outrigger Facilities

The Beach Walk Parking Structure is the most consistently used facility, with 80% or higher utilization during many hours of the day. Note that this parking structure is well used by the general public, as it is primarily above grade and not obviously "connected" to a specific hotel. The Reef On The Beach and Reef Towers had the highest peak utilization rates (over 100%), but utilization fluctuated greatly during the day. The Edgewater Lanais garage is underutilized due to its appearance and lack of hotel guests.

Interviews with hotel staff indicate that an average of 25% of guests rent a car while staying at these Outrigger properties. This fluctuated from a low of 15% at the Islander Waikiki to a high of 40% at the Reef Towers.

Observations at the adjacent Fort DeRussy parking area revealed that on average, approximately 25-35% of its spaces were utilized, with an increase to 52-57% of the spaces utilized during the weekend. Additionally, parking at the Royal Hawaiian Shopping Center is underutilized, especially during the evening hours. Observations indicate that the parking facility for the Center is occupied at a rate of approximately 35-65% of the time.

Parking Supply Compared to Demand

The data collected demonstrate that the existing parking supply for Outrigger properties meets demand. Existing parking demand is attributable to hotel guests staying at the various properties and the use of Outrigger facilities by O'ahu residents. The primary attraction for local residents are weekend events and activities that occur at these locations which include an array of dining, entertainment, and shopping venues. Existing pricing for parking at these facilities are comparable to other parking fees in the Waikiki area.

There are some peak times, which are handled with valet parking services. There is additional, unused valet capacity that could increase the parking supply by another 10%. Additionally, existing parking management practices incorporate a strategy of directing vehicles to other Outrigger parking facilities that are available when one becomes full. Thus, the management of the facilities allows for each individual property to meet the parking demands that are attributed to the activities that occur at that specific property. However, when particular facilities have reach peak capacity, then the individual facilities are managed as a collective whole, whereby the existing peak demand is accommodated.

4.7.1.5 Loading

Most of the Lewers/Saratoga properties were constructed long ago without specific loading facilities. Loading activities occur primarily on-street with the exception of the Outrigger Reef on the Beach, which has 3 off-street loading spaces. The Islander Waikiki





has some loading facilities; however, these are extremely difficult to maneuver into, and most delivery drivers eschew the loading area for the curb along Lewers.

Delivery vehicles, ranging in size from private vehicles and pick-up trucks to step vans and single unit trucks, stop along Lewers, Helumoa, Kālia, Beach Walk and occasionally along Saratoga. Drivers have been observed servicing more than one hotel or business at a time, including non-Outrigger facilities. It should be noted that no full-sized (e.g., WB-50 or larger) trucks were observed servicing these hotels.

The dearth of off-street loading facilities at Outrigger properties is repeated in other Waikiki hotels and other Waikiki businesses. In an urban fabric such as Waikiki, excessive loading docks are wasteful of resources. However, the current delivery demand is not being accommodated well, thereby creating an unpleasant and congested atmosphere in the area.

While there is a restriction on delivery activity from occurring after 9 a.m., the reality is that deliveries do occur during all times of the day. Given the nature of current business practices, restricted storage space, and service of tourism facilities by a variety of vendors, it is difficult to restrict deliveries to occur before 9 a.m.

Most deliveries are conducted via a small vehicle and are short-term, with drivers taking a few minutes to complete their deliveries. However, some vendors, notably beverage vendors, do take a longer time to service both on-site and adjoining facilities. The vehicles of these types of vendors represent the largest trucks that frequently deliver to the project area, and with the congestive nature of the area, acquiring a parking space that can accommodate these vehicles can be difficult.

In this part of Waikiki, garbage trucks cannot access below-grade garbage receptacles, because of low vertical clearances in garages. Therefore, a small pick-up truck accompanies the garbage truck. The pick-up is outfitted with special forks on the front, lifting the bins and then returning with them to the street level. After being transferred to the garbage truck lifting devices, the receptacles are emptied, and then returned below grade by the pick-up trucks. This is an inventive response to a geographic problem; however, it compounds the noise level on the streets.

Frequency of Delivery Activities

It is impossible to determine with precise accuracy the number of deliveries made exclusively to Outrigger properties. However, observation of delivery activities indicate that approximately 20% of delivery vehicles stopped along the curb in this area either made deliveries to both Outrigger and non-Outrigger hotels and businesses, or only to non-Outrigger businesses.

Demand for delivery spaces peaked at 23 spaces, with a median demand of 15 spaces. This demand includes delivery activity not directly related to Outrigger properties but occurs along adjoining streets. Adjusting for non-Outrigger activity, peak demand would be for about 18 spaces, and median demand would be for about 12 spaces.





Buses and Taxis

Outrigger does not provide any direct transportation services. General transportation is available to Waikīkī visitors through a number of private vendors, including Roberts' Hawai'i, JAL, Pleasant Hawaiian Holidays, Ala Moana shuttle buses, taxis and limousine, and others.

Vehicles range in size from standard taxis to full-size and over-sized motor coaches. Maneuvering the large coaches can prove challenging, but is accomplished on a regular basis along Lewers, Helumoa and Kālia. Such maneuvers sometimes require driving over curbs and sidewalks at intersections.

Other than Outrigger Reef on the Beach, none of the Lewers/Saratoga properties have off-street loading areas for buses, taxis or private vehicles. Drivers drop off and pick up passengers along the curb, mixing in with the delivery vehicles. Although parking and loading are restricted in places along Lewers, drivers tend to ignore any restrictions.

Drivers generally park only along the 'Ewa curb of Lewers, allowing traffic to continue flowing in the Diamond-Head lane (makai bound). Passenger loading activities are constant and fluid.

The primary concerns about the current loading/unloading activity are aesthetics and pedestrian safety. The motor coaches are quite large, noisy and smelly. Drivers are supposed to stop engines at the curb, but generally do not. Of course, stopping the engine would mean stopping the air conditioner, which may not be acceptable to those passengers already on the bus. The large coaches obscure sight lines, impacting pedestrian enjoyment of the area. Finally, the constant on-street maneuvering is somewhat hazardous for pedestrians. This is self-mitigated; traffic flows so slowly through the area that pedestrians continue to cross Lewers at will. However, this is not so for those crossing Kālia, as discussed below.

4.7.1.6 Pedestrian Activity

The level of pedestrian activity, especially along Lewers, is overwhelming. Over 400 pedestrians were observed at the Lewers/Don Ho intersection during a 10-minute period in the evening. Within the same period, approximately 20-40 vehicles were observed in the same area. Daily pedestrian counts along Lewers are in the thousands, much greater than vehicle volumes.

This high level of pedestrian activity occurs despite the area's poor accommodations to pedestrian circulation in the area. The narrow sidewalks are in poor condition and in some places do not exist. Street furniture, trees and vendors hamper pedestrian flow. However, adequate lighting does exist along Lewers Street, with Helumoa and Beach Walk having lower lighting levels.





Pedestrian volumes along Kālia Road are quite large at various times of the day. Inappropriate street crossing at midblock areas rather than the corners often disrupts the flow of vehicular traffic and can create a safety concern. However, observations reveal that most pedestrians along Lewers Street do take more precautions while crossing the street.

4.7.2 Storm Drainage

The storm drainage system in the vicinity of the project area is owned by the City and County of Honolulu and maintained by its Department of Facility Maintenance. Based on the storm drain facility map obtained from the City Department of Planning and Permitting (DPP), storm runoff in the vicinity of the project site is collected by underground drainage facilities along Lewers Street and Beach Walk and discharged into the ocean through a 5.0' X 4.0' concrete box culvert between the Waikiki Shore Condominium and Fort DeRussy. The culvert receives flows from portions of Fort DeRussy through several lines between the shore and the intersection of Kālia Road and Saratoga Road. At that intersection, the culvert turns eastward along Kālia Road and extends to the intersection of Lewers Street at a dimension of 6.5' X 2.0'. At the intersection of Kālia Road and Beach Walk the culvert receives flows from a 24-inch reinforced concrete pipe extending mauka along Beach Walk. From the intersection of Kālia Road and Lewers Street, the culvert turns mauka along Lewers Street at a dimension of 5.25' X 2.0'. At the intersection of Helumoa Road, the culvert reduces further in dimension to 3.5' X 2.0' and extends approximately 100-feet further mauka along Lewers Street. At its terminus, it receives flows from an 18-inch concrete reinforced pipe extending mauka along Lewers Street and terminating approximately 50 feet from Kalākaua Avenue.

Due to the relatively flat ground surface and low elevation in the vicinity of the project site, the existing underground drainage system is limited by the difference in elevation available to facilitate drainage to the ocean. This difference in elevation is reduced even further during high tide. Although the project site is not prone to flooding, street drainage in the vicinity can be sluggish when storms coincide with high tides. Occasional ponding along curb gutters and inlets have been reported during such conditions.

4.7.3 Water Supply

Water service for the project area is provided by the City and County of Honolulu Board of Water Supply (BWS). Existing waterlines in the vicinity of the project area are interconnected, which increases service reliability by providing alternate routes for flows to reach users and to stabilize water pressure during periods of heavy usage. Major service lines in the vicinity of the project area form a transmission grid and include the following:





- A 12-inch water main along Lewers Street extending mauka from Kālia Road beyond Kalākaua Avenue. This main has a 6-inch and an 8-inch branch extending Diamond Head along Helumoa Road, toward the ~~Waikiki~~ Sheraton Waikiki Hotel;
- An 8-inch waterline along Beach Walk extending from Kālia Road to Kalākaua Avenue;
- A 6-inch waterline along Saratoga Road extending from Kālia Road to Kalākaua Avenue, with a 2-inch branch running mid-block between Saratoga Road and Beach Walk;
- A 12-inch water main along Kālia Road with connections to the 12-inch main along Lewers Street, the 8-inch waterline along Beach Walk and the 6-inch waterline along Saratoga Road; and,
- An 8-inch waterline along Kalākaua Avenue with connections to the aforementioned 12-inch main along Lewers Street, the 8-inch waterline along Beach Walk and the 6-inch waterline along Saratoga Road.

Fire protection is provided by fire hydrants located within the sidewalk area of the roads adjacent to the project site.

4.7.4 Gas

The Gas Company (GASCO INC) owns existing gas lines in the project vicinity. Existing gas facilities in the ocean area include:

- 4-inch gas lines along Kālia Road;
- 3-inch gas lines in Lewers Street;
- 6-inch gas lines in Saratoga Road; and,
- 2-inch gas lines in Beach Walk.

4.7.5 Wastewater Treatment & Disposal

The sanitary sewer system serving Waikīkī is owned by the City and County of Honolulu and maintained by its Department of Environmental Services. Wastewater collected by the sanitary sewer system is conveyed to the City's Sand Island Wastewater Treatment Plant (WWTP) which serves the Honolulu area from Kuli'ou'ou to Moanalua. The Sand Island WWTP is a primary treatment plant designed to treat an average flow of 82 million gallons per day (mgd). Presently, the plant is treating an average flow of 68 mgd, indicating an available capacity of 14 mgd.

The major sanitary sewer-lines collecting wastewater generated in the project area convey flows in the mauka direction to the Beach Walk Wastewater Pump Station (WWPS) which is located on Kūhiō Avenue in a lot south of Kai'olu Street and Kūhiō Avenue. The Beach Walk WWPS receives wastewater flows generated throughout most





of Waikīkī and pumps those flows into a 42-inch force main extending mauka along Kai'olu Street to Ala Wai Boulevard, then 'Ewa to Ala Moana Boulevard. The force main discharges into a 69-inch gravity line running parallel to Ala Moana Boulevard near the Waikīkī Yacht Club. The gravity line runs through Ala Moana Beach Park, ultimately conveying wastewater flows to the Sand Island WWTP. The Beach Walk WWPS is designed to handle an average daily flow of 15.7 million gallons per day (mgd) and a peak flow of 36 mgd. The average daily flow for the first six months of year 2001 was 11.36 mgd, indicating an available capacity of approximately 4.3 mgd.

Major sanitary sewer lines in the vicinity of the project site include:

- One of two parallel 15-inch mains along Lewers Street conveying wastewater mauka toward the Beach Walk WWPS. Discharging into this main from the 'Ewa direction along Helumoa Road is a 12-inch line that branches into smaller 10-inch, 8-inch and 6-inch lines serving most of the block bounded by Saratoga Road, Kālia Road, Beach Walk and Kalākaua Avenue, as well as a portion of Fort DeRussy and beach front hotels makai of Kālia Road. The 15-inch main collects flows from another 15-inch sewer main extending Diamond Head along Helumoa Road toward the Waikīkī Sheraton hotel. Extending makai past the Helumoa Road Intersection, the 15-inch main continues to Kālia Road where it collects flows from 8-inch lines extending in the Diamond Head and 'Ewa direction, respectively, along Kālia Road.
- The other of the two parallel 15-inch mains in Lewers Street. This line collects flows from a 10-inch and a 6-inch line extending Diamond Head along Helumoa Road. It also extends makai, to the intersection of Kālia Road.
- A 10-inch line along Kalākaua Avenue between Lewers Street and Beach Walk. Feeding into this line is a 6-inch line extending makai through the block between Lewers Street and Beach Walk and jogging westward to run along Beach Walk to Helumoa Road. Also feeding into this 10-inch line is an 8-inch line that serves the mauka end of the block bounded by Beach Walk, Kalākaua Avenue and Saratoga Road. The 10-inch line conveys flows in the mauka direction across Kalākaua Avenue toward the Beach Walk WWPS.

The existing sanitary sewer system serving the vicinity of the project site has had no reports of wastewater overflows or spills. In addition to investigating reports of overflows and spills, the City assesses the capacity of its sanitary sewer system using computerized hydraulic flow models. According to the results of a hydraulic flow model prepared for the East Māmalā Bay Wastewater Facilities Plan (December, 1993), portions of the sanitary sewer system serving the project site would be surcharged, meaning that their capacity would be theoretically exceeded, based on the parameters specified in the model. These include hypothetical wet-weather conditions and projected volumes of wastewater generated. Specifically, the model identified the first of two 15-inch sewer mains along Lewers Street described above as being surcharged from Kālia Road to beyond Kalākaua Avenue. In addition, the model identified the





connecting 15-inch line extending eastward along Helumoa Road and the connecting 8-inch line extending eastward along Kālia Road as being surcharged.

Subsequent to the publication of the East Māmalā Bay Facilities Plan, the City updated its wastewater flow computations based on an updated hydraulic flow model. The later computations also identified the aforementioned 15-inch sewer main along Lewers Street to be surcharged, but only the segment from Helumoa Road to Kalākāua Avenue. The aforementioned connecting 8-inch line extending eastward along Kālia Road was also identified as being surcharged, but not the connecting 15-inch line along Helumoa Road. Additionally, the updated computations identified the connecting 8-inch line extending westward along Kālia Road to be surcharged from Saratoga Road to Beach Walk.

4.7.6 Power & Communications

Electrical service for the project area is provided by Hawaiian Electric Company (HECO) which operates an integrated system of power generators and transmission facilities. Power for Mānoa, Pālolo, Kāhala, Kaimukī, Kapahulu, McCully / Mō'ili'ili and Waikīkī is distributed primarily from HECO's Pūkele Substation in Palolo Valley. The Pūkele Substation is at the end of HECO's major 138-kilovolt (kV) Northern Transmission Corridor extending from the 621 megawatt (MW) Kahe Power Plant through the Hālawā Substation and Ko'olāu Substation. Being at the end of the transmission corridor means that major power outages in areas served by the Pūkele Substation could occur if power transmission through the corridor is interrupted. Although HECO's integrated transmission grid would allow some power to be diverted to affected areas, the capacity of the lines along the alternate routes would limit the extent to which power can be restored. Therefore, HECO is proposing to construct a new 138-kV transmission line from the Pūkele Substation to the new Kamoku Substation near 'Iolani School. The Kamoku Substation is at the end of HECO's major 138-kV Southern Transmission Corridor, which also emanates from the Kahe Power Plant. The link would complete a ring of major 138-kV transmission lines to provide greater reliability of service from the various substations along the ring, including the Pūkele Substation. A secondary benefit would be to increase the capacity of the connected substations since power could be drawn from both transmission corridors.

In the vicinity of the project area, HECO maintains a grid of underground transmission lines consisting of 3-inch conduits.

Telephone service in the project area is provided by Verizon of Hawai'i (formerly GTE - Hawaiian Telephone Company). Record information obtained from Verizon indicates telephone system in the area includes the following.

- 2- and 3.5-inch ductlines running along Lewers Street;
- 3- and 4-inch ductlines running along Helumoa Road;





- 2-, 3-, 3.5-, and 4-inch ductlines running along Beach Walk; and,
- 2-, 2.5-, and 4-inch ductlines running along Kālia Road.

Oceanic Cable, Inc. provides cable TV to the project area. The service is essentially provided by underground coaxial cables along Lewers Street, Beach Walk, Saratoga and Kālia Roads. Oceanic Cable does not provide fiber optics in the project area.

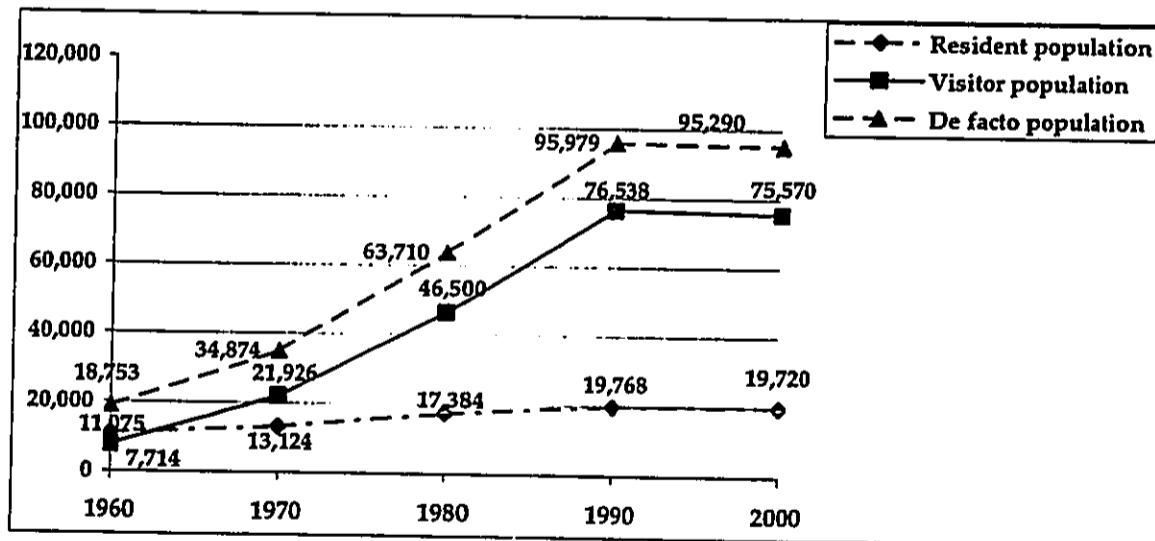
4.8 SOCIO-ECONOMIC CONDITIONS

Social impact analysis examines how potential changes in an existing physical environment of a community can be altered by introduced land use developments, and how these changes may affect the area as a social environment. Analysis of existing social environs and potential impacts, ranging on various scales from Statewide to site-specific conditions, were assessed by EarthPlan. A market analysis and study of economic impact was prepared by Hospitality Advisors LLC. The reports are included as Appendices M and N, respectively.

4.8.1 Demographic Characteristics of Waikīkī's Residents

In 2000, an estimated 19,720 persons resided in Waikīkī. An average of 75,570 visitors were present on a daily basis, resulting in a 2000 de facto population of 95,290 persons. The resident and visitor populations of Waikīkī steadily increased between 1960 and 1990. In 2000, both the resident and visitor populations decreased slightly, as illustrated in Table 4-5.

Table 4-5
Waikīkī Resident, Visitor and De Facto Populations, 1960 to 2000



Sources: Information for 1960 to 1990 is from Table 1.17 of the 1999 State of Hawai'i Data Book. Information for 2000 was provided by the City Department of Planning and Permitting. The 2000 visitor population is estimated as 89 percent of the total O'ahu average visitor census of 84,910 persons. Both sources derive their data from U.S. Census data.





Over the last 40 years, the growth rate of Waikīkī's residential population was marginal, with an average rate increase of 1.5 percent between 1960 and 2000. However, within that same 40-year period, the average annual growth rate for the visitor population was much higher at 5.9 percent. As Table 4-6 illustrates, the majority of the estimated 19,720 residents live mauka of Kalākaua Avenue.

Table 4-6
Demographic Information for O'ahu & Waikīkī, 1990 & 2000

	1990		2000			
	Oahu	Total Waikiki	Oahu	Total Waikiki	Waikiki Mauka of Kalakaua	Waikiki Makai of Kalakaua
Population	836,231	19,757	876,156	19,720	13,360	6,360
Age						
Less than 5 years	7.4%	2.1%	6.5%	3.5%	3.7%	3.0%
5 to 19 years (1)	17.1%	5.1%	20.0%	7.5%	6.2%	5.6%
20 to 64 years (2)	64.5%	71.6%	60.1%	70.7%	74.9%	66.3%
65 and older	11.0%	21.2%	13.4%	18.4%	15.2%	25.1%
Ethnicity (3)						
Caucasian	31.7%	61.1%	21.3%	43.7%	40.9%	49.5%
Asian	45.6%	28.8%	46.0%	38.8%	40.3%	35.5%
Hawaiian	10.8%	4.8%	5.6%	4.5%	4.8%	4.0%
All Other	12.0%	5.3%	27.1%	13.0%	14.0%	11.0%
Households						
Number	265,304	11,445	286,450	11,397	7,678	3,719
Average household size	3.02 persons	1.71 persons	2.95 persons	1.72 persons	1.73 persons	1.70 persons
Housing Units						
Number	281,683	17,137	315,988	18,370	12,129	6,241
Owner Occupied	49.0%	20.9%	49.5%	20.8%	18.8%	24.6%
Renter Occupied	45.2%	45.3%	41.2%	41.3%	44.5%	35.0%
Vacant Units	5.8%	33.8%	9.3%	38.0%	36.7%	40.4%

Source: Earthplan, Waikīkī Beach Walk Social Impact Assessment (2001)

4.8.2 Economic Characteristics

Waikīkī has been and continues to be a major economic force for the State and the City and County of Honolulu. According to the City and County of Honolulu Department of Planning and Permitting's Waikīkī Visitor Unit Cap Report (1999), there were 31,313 existing Visitor Units.

Waikīkī's hotels, visitor attractions, and natural resources draw the bulk of tourists who visit O'ahu. Table 4-7 shows that, in 1999, out of the approximate total of \$5.8 billion spent by O'ahu visitors, \$5 billion, or 86.2 percent was spent in Waikīkī.

Table 4-7
Visitor Spending on O'ahu and in Waikīkī, 1999

Visitor Spending in 1999	Oahu	Waikiki	Percentage
Domestic	\$2,952,645,571		
Eastbound (primarily Japanese visitors)	\$2,831,454,607		
Visitor Spending Total	\$5,784,100,179	\$4,985,894,354	86.20%

Source: Estimated by the Waikiki Improvement Association (August 2001).





In addition to generating revenues that benefit the entire State, Waikiki also provides employment opportunities to local residents. As Table 4-8 indicates, Waikiki establishments employed an estimated 30,000 people in 1980. By 1990, the employment base increased to approximately 38,300 people, which represents a 28 percent increase over a ten-year period. In addition to providing a source of income for these residents, the economic benefit of a stable employment base is a continuous pattern of increased spending, adding revenue to the tax base.

**Table 4-8
Employment in Waikiki: 1980, 1990, and 1994**

	1980	1990			1994		
	Total Employees	Total Employees	Mauka of Kalakaua Avenue	Makai of Kalakaua Avenue	Total Employees	Mauka of Kalakaua Avenue	Makai of Kalakaua Avenue
Employment	30,011	38,277	20,722	17,555	37,098	20,040	17,058
Percentage			54.1%	45.9%		54.0%	46.0%

Source: The 1980 information is from Table 1.17 of the 1999 State of Hawai'i Data Book. The 1990 and 1994 information was provided by the City Department of Planning and Permitting.

4.8.3 Ongoing Changes in Waikiki

The character of Waikiki as a visitor destination has evolved from an exclusive enclave featuring a handful of upscale hotels to a high-rise environment with physical and social problems typical of dense cities. In response to direct a revitalization effort, both public and private sectors are engaging in a wide gamut of renovation and renewal projects, hoping to stimulate both the economic and social pulse of Waikiki.

Public Sector

Within the public sector, most of the infrastructure improvements are related to tourism-related construction, beautification projects, improving transportation and circulation systems, and establishing capital improvement priorities. Table 4-9 highlights the major public efforts directed towards the revitalization and renovation of Waikiki.

**Table 4-9
Established or On-going Public Efforts**

Public Initiatives	Priorities and Recommendations
1998 Joint Waikiki Task Force (JWTF)	JWTF created through resolution passed by the 1998 Hawai'i State Legislature. In its 1999 report, recommendations included establishing the Waikiki Business Improvement District. The JWTF also recommended that strategies be developed to promote a Hawaiian sense of place, to improve the transportation and circulation system, and to promote private investment in Waikiki.
Waikiki Special Improvement District	Established by the City and County of Honolulu to provide and finance services and improvements to promote and enhance business activity within the district.





1999 Islandwide Mobility Plan, revised 2001	Goals are to improve in-town mobility and strengthen connections throughout the islands. Catalyst for on-going discussions on the proposed Waikiki Bus Rapid Transit System.
2000 Livable Waikiki Project	<u>Initiated through a \$300,000 grant that was part of a \$31.1 million effort in Federal Highway Administration funding, the Livable Waikiki project is a community-based mobility plan for Waikiki that will guide and leverage transportation investments to create a more livable Waikiki. It is intended to link land use and transportation planning with environmental and cultural preservation efforts.</u>

In an effort to promote Waikiki as a visitor destination and a resident gathering place, the City and County of Honolulu has initiated several activities, including:

- A monthly Sunday "Brunch on the Beach," and weekly "Sunset on the Beach" offerings which ~~has~~ have drawn thousands of residents and visitors for food and entertainment at the Diamond Head end of Kalakaua Avenue
- Torch lighting ceremonies at sundown and hula performances, which occur nightly near Duke Kahanamoku's Statue at the Diamond Head end of Kalakaua Avenue.
- Strolling musicians playing Hawaiian music on Fridays,
- At the Kapi'olani Bandstand, various events including multi-cultural activities and performances by the Royal Hawaiian Band occur on the weekends.
- A new Kūhiō Beach Festival featuring top local entertainment.

In addition, the establishment of the Waikiki Historic Walk, a self-guided tour through Waikiki identified by 22 bronze shaped surfboard markers, is underway. The markers illustrate and discuss the history and culture of Waikiki, including visits to areas that once were royal residential sites, traditional surfing areas, and healing centers. Additionally, these markers identify existing hotels, like the Moana and Royal Hawaiian Hotel that have helped shaped the historical legacy of Waikiki as a resort destination.

Private Sector

There are several on-going private development efforts that will make a contribution to the changing character of Waikiki, specifically on the 'Ewa end. Table 4-10 details some of these private sector projects.

**Table 4-10
Private Development in Waikiki**

Development	Details
2100 Kalakaua Ave	Construction is underway for a \$ 140 M upscale commercial and retail complex, and is scheduled to open in Fall 2002. The project is expected to create 200 construction and 250 managerial and sales positions.





"Hilo Hattie" Property	The vacant property is on the market for \$9.9 M. Its location fronting Beach Walk and Saratoga Road makes it marketable for potential upscale retail businesses to consider
Waikikian Tower	Hilton Hawaiian Village is proposing to develop a \$80 M 350 foot tower consisting of 350 vacation ownership units. Currently, plans are undergoing a review through the environmental process.
The Imperial Resort	Plans to renovate this hotel property, located on the corner of Lewers Street and Kālia, would cost approximately \$ 6- 7 M. The renovation work would include a makeover of the front and side exterior, and conversion of the 4 th level rooftop to a garden and restaurant bar.
Royal Hawaiian Shopping Center	Located Diamond Head of the project area, yet-to-be discussed plans to renovate this retail property would cost an estimated \$30M.

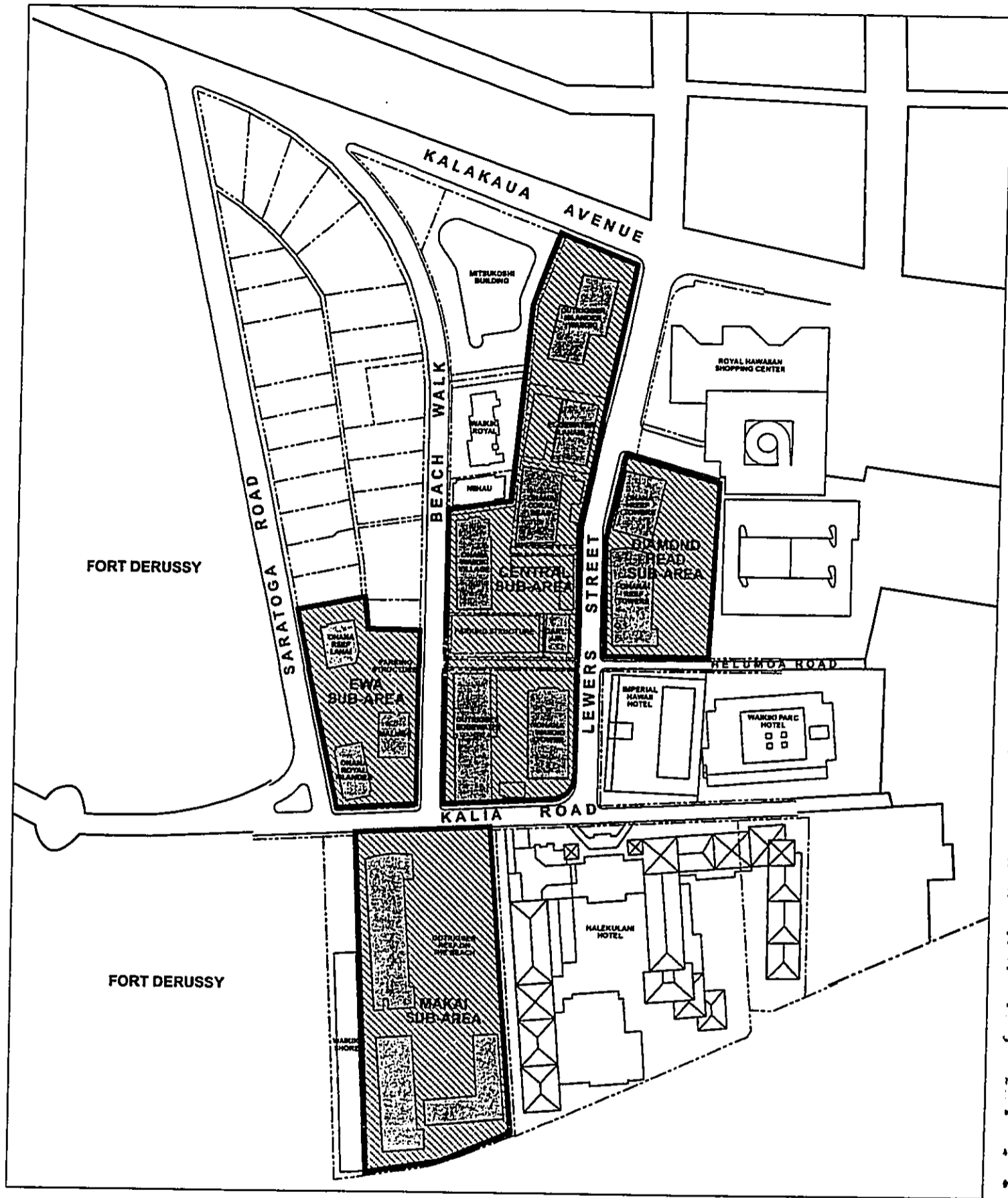
4.8.4 Existing Uses Within the Project Area

In identifying the existing uses within the project area, four sub-categories were created and are illustrated in Figure 4-13.

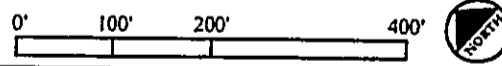
Central sub-area: This is the largest portion of the project area and is bounded by Kalākaua Avenue on the mauka side, Kālia Road on the makai side, Beach Walk and private property on the 'Ewa side, and Lewers Street on the Diamond Head side. Six hotels are located in this area, including:

- The Outrigger Islander Waikīkī, named in honor of Outrigger's first hotel, re-opened in 1997 following major renovation. It fronts Kalākaua Avenue and Lewers Street and contains 287 hotel rooms. The ground floor includes a food court, other restaurants, retail shops, and a tour company.
- The Edgewater Lanais, built in 1955, is located on Lewers Street and is not currently in hotel use. A restaurant, sundries store, a tour company and retail establishments are located on the ground floor. The first three floors are used for office space. The remaining floors are closed.
- 'Ohana Coral Seas also fronts Lewers Street. Built in 1960 1962, this hotel contains 109 rooms. On the ground floor are restaurants, retail shops and a tour company.
- 'Ohana Waikīkī Village is accessible from Lewers Street and Beach Walk. Built in the 1960s 1974, it contains 442 units. Its ground floor contains retail shops, a cocktail lounge, tour companies, and a nightclub.
- The 'Ohana Edgewater Hotel was built in 1951 and is the second hotel developed by Outrigger Hotels founder Roy Kelley. Its entrance is located on Beach Walk and the hotel is also accessible via the lobby of the 'Ohana Waikīkī Village. It contains 184 units. Its ground floor contains food establishments, retail shops and a beauty salon.





Social Impact Assessment Sub-areas



Waikiki Beach Walk

Figure 4-13
(FEIS rev.)



- The 'Ohana Waikīkī Tower was built in ~~the 1970s~~ 1978 and is accessible via Lewers Street. It contains 439 hotel rooms, and the ground floor houses a restaurant and bar, tour companies and retail shops.

Also in this sub-area at the corner of Lewers Street and Helumoa Road is a two-story structure that contains a fast food establishment, tour companies, and retail shops. In addition, a parking structure is located at the corner of Helumoa Road and Beach Walk.

Diamond Head sub-area: This area is on the southwestern portion of the project site and is bounded by Helumoa Road, Lewers Street and private property. The area contains the 'Ohana Reef Towers, which was built in 1959 and is accessible via Lewers Street. The hotel comprises two high-rise structures that house 480 hotel units. Its ground floor offers several establishments, including retail shops, tour companies, a convenience store, a nightclub, a restaurant, a pub and a lounge. Also in this hotel is the Waikīkī Kelley Chapel, an Episcopal facility founded to provide ministry and hospitality to visitors. The Kelley family and hotel management has continuously provided this space to support an Episcopal/Anglican presence in Waikīkī.

'Ewa sub-area: This block is located on the 'Ewa end of the overall project site, and is bounded by Saratoga and Kālia Roads, Beach Walk and private property. From mauka to makai, the three hotels in this sub-area include:

- The 'Ohana Reef Lanai was built in ~~1955~~ 1969 and contains 110 hotel rooms. It fronts Saratoga Road and contains a restaurant on the ground floor.
- The Malihini Hotel, built in 1967, contains ten units that are currently vacant. This area also contains a sundry store and clothing shop.
- The 'Ohana Royal Islander is located at the corner of Saratoga Road and Kālia Road and is accessible via the latter. ~~It~~ Built in 1967, it contains 101 hotel units, ~~and its~~ Its ground floor tenants includes a fast food restaurant and a car rental office.

A parking structure serving these hotels is also in this sub-area.

Makai sub-area: This portion of the project site is located makai of Kālia Road and is bounded by the ocean and private property. Built in ~~1959~~ 1955 and expanded in 1965, the Outrigger Reef on the Beach comprises three towers that contain a total of 885 rooms. Non-hotel uses include several retail shops, restaurants, tour companies, and a car rental office.

4.8.5 Public Services and Facilities

Police

The Waikīkī region comprises District 6, as designated by the Honolulu Police Department (HPD). District 6 extends from west to east from Atkinson Drive to the foot of Diamond Head crater.





The new Waikīkī storefront station, which is located on Kalākaua Avenue at Prince Kūhiō Beach, was officially opened in August 2000. The district's burglary-theft detectives and Crime Reduction Unit (CRU) occupy office space on the fourth floor of the Royal Hawaiian Shopping Center. In addition, officers staff a kiosk next to the shopping center during evening hours in an effort to help deter crime and give visitors and residents direct access to the police.

Given the nature of Waikīkī, the HPD has several initiatives to address the needs of a resort destination. District 6 continues to hold orientation classes for new officers on the unique history of Waikīkī and its role in Hawaiian tourism. The classes provide historical and cultural information that gives officers added respect for and pride in their assignment to the district.

District 6 comprises twelve beats from Beat 650 to 662. One officer per shift is assigned to each beat. The project area is part of Beats 655 and 656, as follows:

- Beat 655 is located makai of Kalākaua Avenue and extends to the ocean. It runs from Saratoga Road to Lewers Street and includes the 'Ewa, Central and Makai sub-areas of this study.
- The Diamond Head sub-area is part of Beat 656, which is also entirely makai of Kalākaua Avenue. This beat extends from Lewers Street to the Moana Surfrider Hotel.
- In 2000, there were 5,386 reported offenses in District 6. The majority of the offenses were related to larceny (4,235 offenses) and burglary (608 offenses). These are reported to the police eight to ten times per day.
- Beats 655 and 656 accounted for 17 percent of the total reported offenses for District 6.

At the project site, parking violations are predominant, and cited vehicles often include delivery trucks, taxis, rental cars and tour buses.

Fire

The Waikīkī region is in the 2nd Battalion area designated by the Honolulu Fire Department. The region is served by three fire stations as follows:

- Station 2: The Pāwa'a Fire Station is located at Makaloa Street near Daiei Holiday Mart. It has a ladder and engine company, as well as a rescue company.
- Station 7: The Waikīkī Fire Station is located at the corner of Kapahulu Avenue and Paki Street. It has a ladder and engine company.
- Station 29: The Mō'ili'ili Fire Station is located on Date Street, between University Avenue and Kapiolani Boulevard. It has a ladder and engine company.





First response for medical and fire emergencies at the project site and the surrounding area is provided by Station 2, the Pāwa'a Fire Station. In the event of a first response or alarm fire, Station 2 would send a ladder and engine company. Stations 7 and 29 would both send engine companies. If the fire is on the sixth or a higher story, this would constitute a second alarm fire, and an additional ladder company and two engine companies would respond.

At Station 2, there are 15 firefighters present in each of the three shifts. The medical responses at this station outnumber those at other stations. When available, ladder companies are the first to respond to medical calls. HFD works with the Emergency Medical Services, or EMS, who dispatches the closest available unit. This may be either an EMS ambulance or a fire company and depends on the type of emergency and location. Since there are only 16 EMS stations on O'ahu, fire companies are frequently the first responder. It is estimated that Station 2 averages one response per shift. Depending on the traffic, it takes about five to eight minutes to reach the project site environs.

Emergency Medical Services

The Honolulu Emergency Services Department, hereafter referred to as EMS, is responsible for providing the following:

- An efficient, effective and economical operation of the pre-hospital emergency medical care and emergency ambulance service,
- A comprehensive aquatic safety program at 19 City beach parks, including lifeguard services,
- Injury prevention, public education and public health programs, and
- Coordination with other agencies and jurisdictions.

EMS has 16 vehicles in and around Honolulu and maintains a staff of 200 trained personnel. In an emergency response, either EMS personnel or the nearest fire station is notified. EMS uses a global tracking system that places each vehicle within 30 feet of its current location. The average EMS response time is four minutes; for HFD, eight minutes.

Waikiki is covered primarily by an EMS unit at Fire Station 7 at the corner of Kapahulu Avenue and Paki Street and, secondarily, by an EMS unit located at Young Street and Kalākaua Avenue. This latter unit is planned for expansion that will include a medical van staffed by EMS trained personnel.

Ocean Safety and Lifeguard Services Division

The Ocean Safety and Lifeguard Services (OSLS) Division represents one element of the City and County of Honolulu's public safety team. The OSLS is responsible for





providing ocean lifeguard and public safety rescue services at various beach parks on O'ahu, most of which are under the jurisdiction of the City and County of Honolulu. The OSLS works closely with the Honolulu Fire Department, Honolulu Police Department, and the Emergency Ambulance Services Division of the City Health Department.

Under OSLS organization, the island of O'ahu is divided into four geographical districts: Honolulu, East O'ahu, North Shore, and Leeward. This program provides a comprehensive ocean safety program for the 198 miles of coastline. The beach areas of Waikiki and Ala Moana are part of the Division's District 1. Waikiki Beach is considered to be the coastal area between the Outrigger Canoe Club (2909 Kalakaua Avenue) to Kahanamoku Lagoon (2005 Kalia Road).

Each district is coordinated by a Captain and two Lieutenants who are responsible for the supervision of the beach lifeguard staff. Specialized rescue equipment, such as personal watercraft and all-terrain vehicles, are used to respond to cases requiring lifeguard assistance in both guarded and unguarded areas. All lifeguard personnel are certified in cardiopulmonary resuscitation, Emergency Medical Services First Responder and ocean lifesaving skills. Advanced techniques utilizing rescue craft and updates on patient airway management and resuscitation techniques are also provided to personnel. In general the OSLS provides lifeguard services that include patrol and rescue activities, injury prevention, public education, and emergency response to medical cases in the beach environment.

4.8.6 Social Services

Various agencies provide social services throughout the Waikiki region, and the Waikiki. The Waikiki Health Center located on 'Ohua Avenue at the Diamond Head end of Waikiki is classified as a Community Health Center and provides the following services:

- **Elderly:** The Waikiki Health Center provides general services that help approximately 100 elderly people, the majority of which are in their eighties. Services include grocery shopping and transportation and are provided by one staff person and about 100 volunteers.
- **Homeless:** The facility provides medication and ongoing outpatient services to approximately 100 homeless people, the majority of which are males between 30 and 40 years old.
- **Runaways:** Programs for runaways include health services by the Waikiki Health Center, social services by Hale Kipa and drop-in services on Keoniana Street.
- **HIV / AIDS:** The Waikiki Health Center provides condoms, health information and limited physical exams for people with HIV / AIDS.



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Section 5.0

PROBABLE IMPACTS & MITIGATIVE MEASURES



5.0 PROBABLE IMPACTS AND MITIGATIVE MEASURES

Two types of probable impacts on the environment are discussed in this section: short-term or construction-related impacts, and long-term or operational-related impacts. Also described are mitigative measures that are proposed, where appropriate and feasible, to minimize any adverse impacts. Areas where there potentially could be adverse impacts, but where none are actually anticipated, are also discussed.

There are some types of impacts where short-term impacts related to the process of site work or construction will be different or distinct from the long-term impacts that would occur due to changes resulting from the existence of new facilities or improvements to the land. In other cases, impact concerns will be related more to the permanent change that is being made, rather than to any distinction that could be made between impacts of the temporary or short-term construction process and the long-term impacts of the completed improvement.

Where there could be significant differences between short-term and long-term impacts separate discussions of both types of impacts are provided. Where little or no difference is anticipated, or is not considered to be significant the entire discussion is included in the sections addressing long-term impacts.

5.1 SHORT-TERM IMPACTS

5.1.1 Vegetation and Wildlife

Probable Impacts

Mature trees and palms that cannot be incorporated into the landscape scheme to be developed for the proposed project will be relocated wherever feasible. The remaining existing landscaping will be removed during construction.

Coconut Palms with brown trunk heights greater than 65', including palms that look healthy, and palms showing stress, which includes skinny trunks, trunk narrowing, and penciling, should be removed. Only Coconut Palms with brown trunk heights less than 40' will be relocated.

Mitigative Measures

A certified arborist will be retained to assist in the relocation of mature trees and the pruning of existing trees to remain.

5.1.2 Cultural, Historic and Archaeological Resources

5.1.2.1 Cultural Resources

The purpose of the Traditional Practices Assessment prepared for this Draft EIS was to consider the effects the proposed redevelopment may have on native Hawaiians as it pertains to their culture and right to practice traditional customs.

Consultations with lineal and cultural descendants for Waikiki identified the potential of inadvertent discovery of burials as the primary cultural concern. Other concerns raised





were in regard to (1) potential historic properties within the project area, and (2) recreating a "Hawaiian sense of place".

Potential Impacts-Burials

The discovery of burials in the Waikīkī area during recent construction projects has been a cause for concern over the last few years. As indicated in the Traditional Practices Assessment (Appendix A), a special attempt was made to identify burials in and surrounding the immediate project area, as well as study burial patterns within the greater Waikīkī area.

A review of the historic and archaeological record indicate that, to date, no burials have been identified within the immediate project area, from the Diamond Head side of Saratoga Road to Lewers Road and between Kalākaua Avenue and Kālia Road. However, it must be noted that the development and major construction of the buildings in the project area occurred long before Native American Graves Protection and Repatriations Act of 1990 and State of Hawai'i burial laws (1990) were instituted. Prior to the establishment of the burial laws, there was no agreed upon methodology to the effective treatment of inadvertent discoveries. This makes it much more difficult to assess with certainty whether burials are or are not present within the project area. If there are burials in the project area, it is very possible that they may have been previously disturbed prior to construction.

Based upon what is known about Hawaiian internment practices, specifically that Hawaiians buried their dead on ancestral land, often in the same 'ili and in close proximity to habitation sites, there is a good possibility that burials may exist within the project area. Other supporting factors to be considered are the proximity to the coast (Jaucus Sands), the presence of known burials near the project area and the surrounding vicinity, and information from traditional literature which places a major battle at Kawehewehe.

Potential Impacts-Practices & Access

Along with the departure of Hawaiian families from Kawehewehe went the associated cultural practices. Although past cultural practices were identified, no current cultural practices were found to exist in the project area ma uka of the shoreline. Despite the permanent alteration of the traditional Hawaiian landscape and Hawaiians moving away from Kawehewehe, ocean-related cultural practices continued to survive. Since the shoreline was never restricted to the Hawaiians, it is the area they continue to utilize for recreation, subsistence, and spiritual practices.

Mitigative Measures

Because of the high concern expressed by the Waikīkī lineal and cultural descendants regarding the potential for the inadvertent discovery of burials, cultural monitoring is being recommended for all subsurface work conducted within the project area.

In addition to the archaeological mitigative measures describe later in this Section, the following cultural recommendations are made as to how to respond in the event that burials are encountered during subsurface work in the project area.





The following recommendations speak to cultural concerns the Hawaiian community has regarding proper handling of iwi, of ancestral remains, consultation with appropriate parties and final disposition of any burial should they be encountered within the project area. It is stressed that utmost sensitivity, caring and understanding be employed when dealing with burial issues and the iwi.

1. If, for some reason, the iwi must be moved or touched, it is highly recommended that this be conducted by a cultural monitor, a lineal/cultural descendant or someone of Hawaiian ancestry.
2. Notify and consult with known and potential Waikīkī lineal and cultural descendants of any burial discovery
3. Consult with appropriate agencies and organizations: State Department of Land and Natural Resources, Historic Preservation Division (DLNR/SHPD), SHPD Burial staff, the O'ahu Island Burial Council (OIBC), the Office of Hawaiian Affairs (OHA), Hui Mālama I Nā Kupuna o Hawai'i Nei, and other interested Hawaiian organizations.
4. Prepare and implement a Burial Treatment Plan to be developed in consultation with the above agencies, the appropriate organizations and parties wishing to be consulted, including lineal and/or cultural descendants.

5.1.2.2 Historic Resources

Potential Impacts and Mitigative Measures

~~The current project area may contain historic buildings (i.e., 50+ years old). The significance of these structures should be assessed and evaluated prior to demolition to determine if the structures themselves are eligible for inclusion on the State or National Register of Historic Places. The National Register of Historic Places is the official Federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. Generally, for the National as well as State Registers, properties must be fifty years of age or more to be considered historic places. They also must be significant when evaluated in relationship to major trends of history. In analyzing these trends, there are three basic concepts used by the National Register in determining whether a property qualifies for listing: historical significance, historic integrity, and historic context. The following lists the year of construction completion for the structures proposed for demolition.~~

Malihini (remaining structure) (1967)

'Ohana Reef Lanai (1969)

'Ohana Royal Islander (1967)

Edgewater Lanais (1955)

'Ohana Coral Seas (1962)

'Ohana Edgewater (1951)





Of these buildings, only the 'Ohana Edgewater is over 50 years old. This structure has been substantially altered and reconfigured over the years and its original character and setting are no longer distinguishable. As such, its eligibility for protection is arguable. Nonetheless, staff specialists in the Architecture Branch of SHPD will be consulted to determine if any mitigative measures such as photographic documentation might be advisable or required prior to demolition. regarding the question of assessment and evaluation of historic buildings that might be present within the current project area.

5.1.2.3 Archaeological Resources

Potential Impacts

Based on the findings of the historical documentary research, several inferences, or predictions, can be made regarding the nature and distribution of potentially significant archaeological and historical resources that might possibly be present in the project area. These inferences are tentative, and subject to the qualification that any such resources that might have once been present may have been subsequently disturbed, substantially destroyed, and/or removed by construction activities undertaken in the course of the extensive commercial and residential development that occurred within and adjacent to the current project area during the last 50 years.

The construction of buildings that contain basements or underground facilities such as parking garages more than likely displaced or destroyed cultural remains that may have once been present. As a result, cultural remains in these areas are most probably absent and not anticipated, and no testing would likely be warranted in these locations.

Intact cultural remains, such as occupation features and deposits, as well as burials, possibly could have survived and be present beneath any buildings that do not have basements or other extensive subsurface elements. Archaeological testing should take place beneath these buildings in conjunction with demolition to determine if intact cultural remains were present. If intact cultural remains were identified, it is likely that mitigation in the form of data recovery excavations would be appropriate and/or required. A burial treatment plan should be prepared to address any remains that may be encountered. At a minimum, all ground altering activities in the current project area should be archaeologically monitored.

Mitigative Measures

Based on the findings of the historical documentary and archaeological background research, the predictive model for the nature and distribution of potentially significant archaeological and historical resources that might possibly be present in the project area (derived from the background research), consultations with SHPD staff archaeologists, and familiarity with current regulatory review requirements as contained in the draft SHPD administrative rules, the following specific tasks have been determined to constitute an adequate and appropriate scope of work for the subsurface inventory survey and related activities to be conducted during demolition work for the Waikiki Beach Walk Project:





1. Prepare a contingency Burial Treatment Plan (BTP), in general accordance with the current Hawai'i Administrative Rules for the treatment of burial sites and human remains (DLNR 1996: Sections 33 and 34) for review and approval of SHPD and—if appropriate—the O'ahu Island Burial Council;
2. Prepare an Archaeological Monitoring Plan (AMP), in general accordance with the SHPD draft administrative rules governing standards for archaeological monitoring studies and reports (DLNR 2001: Chapter 279), for SHPD review and approval. This AMP would address the procedures to be following for the monitoring of both (a) on-site demolition and subsequent construction work, and (b) off-site improvements (e.g., installation of underground utilities);
3. Based on (a) review of the final demolition plan and schedule, and (b) consultation with appropriate engineering and construction personnel, prepare a detailed Work Plan for the conduct of subsurface inventory testing concurrent with actual demolition work;
4. Conduct subsurface inventory testing concurrent with actual demolition work. So far as possible, the inventory survey work would be carried out in general accordance with the SHPD draft administrative rules governing standards for archaeological inventory survey and reports (DLNR 2001: Chapter 276);
5. Prepare, upon completion of subsurface inventory testing, an appropriate Summary Report that addresses the project background and methodology, testing results, initial significance assessments, and any recommendations for any subsequent mitigation work (i.e., data recovery excavations) that might be appropriate before construction. Upon completion, this Summary Report would be submitted to SHPD for review and approval;
6. Prepare—if appropriate—a Data Recovery Plan (DRP), in general accordance with the SHPD draft administrative rules governing standards for archaeological data recovery studies and reports (DLNR 2001: Chapter 278), and submit the DRP to SHPD for review and approval;
7. If, based on the results of the subsurface testing, a determination is made that subsequent mitigation work (i.e., data recovery excavations) before construction was not necessary or appropriate, analysis of all inventory survey testing data would be completed and an appropriate final report would be prepared and submitted to SHPD for review and approval;
8. If, based on the results of the subsurface testing, a determination is made that subsequent mitigation work (i.e., data recovery excavations) before construction was necessary or appropriate, inventory survey testing data would be incorporated into the





subsequent data analysis and report preparation done for the mitigation work. Upon completion, this report would be submitted to SHPD for review and approval.

5.1.3 Air Quality

An Air Quality Impact Report has been prepared and is presented in Appendix E.H.

Probable Impacts

On-Site

Construction activities are expected to generate short-term impacts to air quality primarily, from fugitive dust emissions. Site preparation of the project area includes the use of demolition and earthmoving equipment that will create particulate matter (PM) emissions as will construction of the new structures. Construction vehicle movement on unpaved on-site areas will also generate PM emissions.

State of Hawai'i Air Pollution Control Regulations require that fugitive dust emissions be controlled to such an extent that no visible emissions of fugitive dust from construction activity should occur beyond the property line. Primary fugitive dust control measures include wetting down loose soil areas, good housekeeping on the job site and the prompt paving or landscaping of bare soil areas.

Off-Site

In addition to on-site impacts related to construction activity, there will also be off-site impacts associated with the operation of concrete and asphalt batching plants needed for construction of buildings, sidewalks, and roadways. These plants emit particulate matter and other gaseous pollutants. However, since it cannot be determined which facilities will be utilized, the discussion of these off-site impacts are necessarily preliminary.

Mitigative Measures

On-Site

The impact of construction activities on air quality will be mitigated by conforming to strict dust control measures, particularly those specified in the State Department of Health's (DOH) Water Quality Standards, Chapter 37-A, Public Health Regulations, 1968; and the U.S. Soil Conservation Service's Erosion and Sediment Control Guide for Hawai'i, 1968. These measures include soil wetting during grading activities and use of dust fences adjacent to existing properties as appropriate.

Short-term increases in vehicular emissions due to disruption of traffic by construction equipment mobilization will be alleviated by moving equipment and personnel to the site during off-peak traffic hours.

Off-Site

Pursuant to State regulations, permits from the Department of Health Clean Air Branch are required for the batch plants to produce concrete and asphalt. To obtain these permits, these plants must demonstrate the ability to continuously comply with emission and ambient air quality standards. Under the Federal Title V operation permit





requirements, air pollution sources must regularly attest to their compliance with all applicable requirements.

5.1.4 Ocean Water Quality

Probable Impacts & Mitigative Measures

During the construction phases, it is likely that permit regulations will require dust-control measures. As a result, it appears that there is little potential for significant input of sediment from wind transport to the marine environment resulting from the proposed project. Because there is no plan for any work in the nearshore region, there is no potential for blasting or excavation that might affect behavior of turtles, whales, monk seals, and other endangered or protected marine species.

5.1.5 Noise

Probable Impacts & Mitigative Measures

Noise during preparation for the actual demolition of the structures from jack hammering and drilling, during the actual demolition by explosives or wrecking ball, and during site cleanup and removal of the debris can be expected. Following demolition and cleanup, the noise from site excavation, grading, preparation activities, and actual construction work will be present.

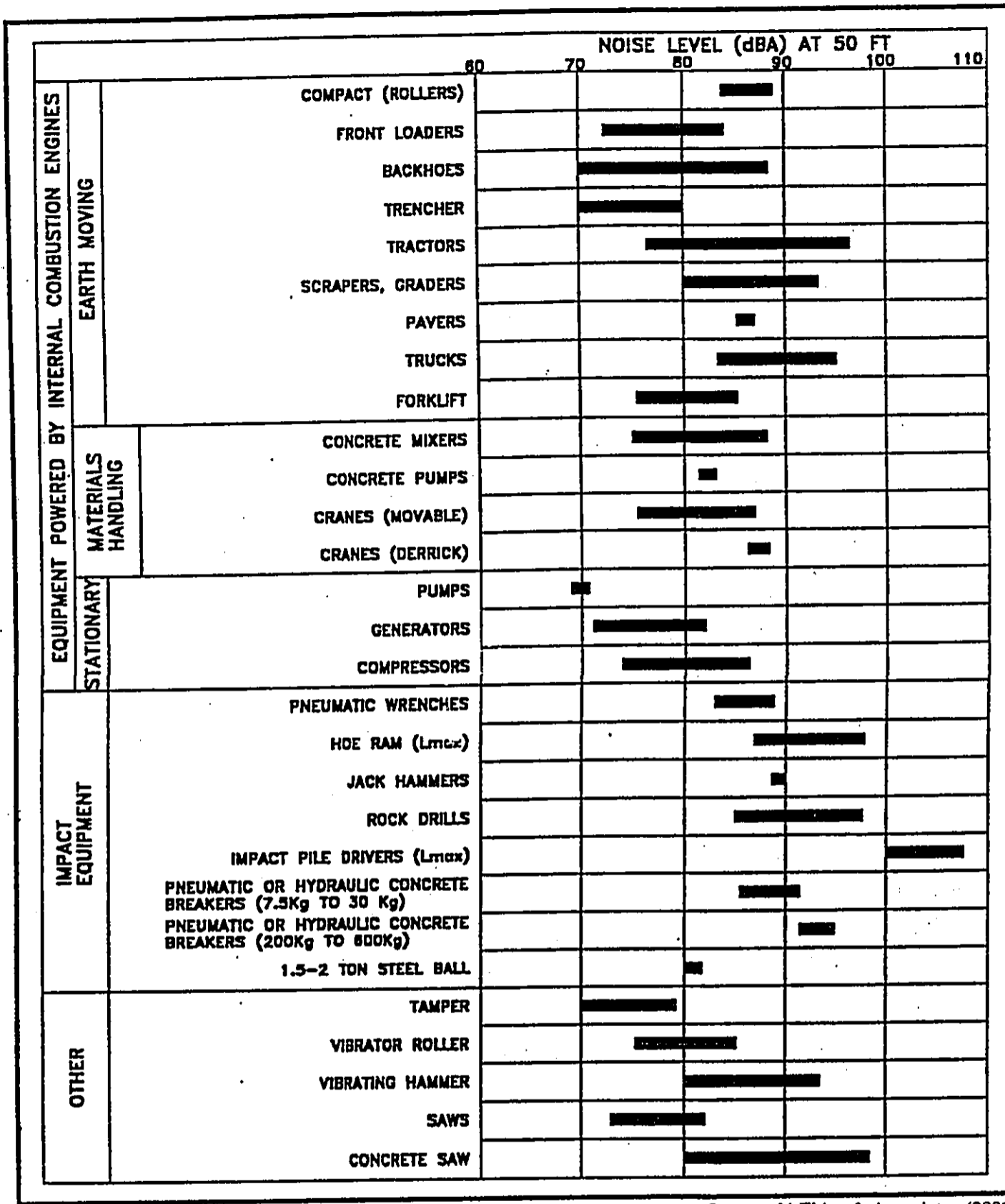
General Construction Noise

Unavoidable, but temporary, noise impacts may occur during the demolition and construction activities within the project area, and particularly during the demolition and excavation activities on the project site. Because construction activities are predicted to be audible within the project site and at adjoining properties, the quality of the acoustic environment may be degraded to unacceptable levels during periods of construction.

Units in buildings located west and northwest of the 'Ohana Coral Seas Hotel, and those north of and immediately adjacent to the proposed Outrigger Saratoga Hotel are predicted to experience the highest noise levels during construction activities. These units are in close proximity to the Phase 1 and Phase 2 construction sites. Adverse public health and welfare impacts from construction noise are not anticipated due to the temporary nature of the work, the availability of closure and air conditioning for noise mitigation at the majority of the apartment, resort, and commercial units in the project area, and due to applicable administrative regulatory controls of construction noise. Instead, these impacts will probably be limited to the temporary degradation of the quality of the acoustic environment in the immediate vicinity of the project sites.

Mitigation of construction noise to inaudible levels will not be practical in all cases due to the intensity of construction noise sources, proximity to the noise source, and to the exterior nature of the work including demolition, excavation, grading, trenching, concrete pouring, hammering, etc. The use of properly muffled construction equipment will be required on the job site. Figure 5-1 illustrates the range of noise levels for various types of construction equipment.





Source: Y. Ebisu & Associates (2001)

Ranges of Construction Equipment Noise Levels

Waikīkī Beach Walk



Severe noise impacts are not expected to occur inside air-conditioned structures that are beyond 70 to 450 ft of the project construction sites. Inside naturally ventilated structures, interior noise levels, with windows or doors opened, are estimated to range between 73 to 55 dBA at 70 ft to 450 ft 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 Department of Health construction noise limits and curfew times, which are applicable throughout the State of Hawai'i, is another noise mitigation measure which is normally applied to construction activities. 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.

Vibration from Pile Driving

Pile driving may be necessary to implant piles into the ground in the new construction areas. Impact driven concrete and sheet piles may both be used on the project site. Induced ground vibrations from the pile driving operations have the potential to cause architectural and structural damage to structures.

Ground vibrations generated during pile driving operations are generally described in terms of peak particle (or ground) velocity in units of inches/second. The human being is very sensitive to ground vibrations, which are perceptible at relatively low particle velocities of 0.01 to 0.04 inches/second. Damage to structures occur at much higher levels of vibration, at levels of 7.6 inches/second. The most commonly used damage criteria for structures is the 2.0 inches/second limit derived from work by the U.S. Bureau of Mines. A more conservative limit of 0.2 inches/second is also used, and is being applied for planning, screening, and monitoring purposes prior to construction to identify those areas which may be exposed to vibration levels greater than 0.2 inches/second. ~~purposes on this project because of the repetitive nature of pile driving operations, which can increase risks of damage due to fatiguing.~~

~~Because of the presence of mid and high rise buildings near the project site, and the potential for damage to these buildings from vibration during impact pile driving operations, vibration monitoring will be employed during close in pile driving operations where vibration levels are expected to exceed 0.2 inches/second. In addition, the design and construction methods for the project's buildings will be optimized to minimize risks of damage to adjacent structures from settling or heaving. A vibration limit of 2.0 inches/second will be established at adjacent buildings.~~

During the planning and design phases of the project, the following preventative measures will be implemented:

- A damage criteria of 0.2 inches/second will be used in conjunction with a vibration prediction method that is discussed in Appendix G (Y. Ebisu, October 2001) to identify the potential damage risk distances to the driven piles.





- If the predicted vibration levels from pile driving exceed the 0.2 inches/ second criteria, and predicted levels can not be reduced by sizing of the pile driver, test piles are recommended to monitor and record their vibrations, prior to the completion of the foundation design. The results of the monitoring should be used to define empirical distance from the driven pile to the 0.2 inches / second damage risk location, and to evaluate the risks of structural damage to the adjacent structures during construction.
- If the predicted vibration levels from pile driving exceed the commonly used damage criteria of 2.0 inches/ second at a building, the use of alternative types of piles or shoring will be considered for implementation during the design phase.

5.1.6 Hazardous Materials

Probable Impacts

As discussed in Section 4, hazardous materials are present within the project area. Without proper containment and disposal, these materials could pose serious health threats.

Mitigative Measures

Prior to building demolition or major renovation, comprehensive environmental regulatory and historical research will be performed for the subject properties as well as properties in the immediate vicinity not owned by Outrigger Hotel and Resorts. This will identify sources of potential soil and groundwater contamination which, if present, would be remediated. A comprehensive assessment of asbestos, lead containing paint, and light ballasts and fixtures will be conducted prior to demolition and appropriate abatement actions will be taken.

5.1.7 Visual Resources

Probable Impacts

There will be short-term effects to the visual quality within and near the project area during the construction of both phases. Anticipated effects on the visual landscape will primarily be from construction equipment within the project area and temporary fencing that will block access to portions of the project area undergoing construction. Upon completion of the renovation and construction phases, the quality of the visual landscape will be greatly improved.

Mitigative Measures

The use of border fences will alleviate some of the visual disturbances of construction activity within the project area. Construction activity will only be conducted during normal working hours, thus alleviating potential visual impacts during the early evening hours.

5.1.8 Social Impacts

An interview of 57 people, representing a vast cross-section of business and personal interests, helped to identify issues of concern, their related impacts, and recommended





mitigative measures. A full description of the interviewees, their expressed concerns, and related recommendations are detailed in Appendix M.

Population and Employment

Probable Impacts

No loss of jobs is expected at the Outrigger properties affected by Phase 1 construction. Employees will be transferred in advance to other Outrigger and 'Ohana Waikīkī hotels as positions open, and any reductions in staffing will be handled through normal job attrition. As phases of the project are completed, the positions will be filled through new hires as well as transfers from other properties.

Existing vendors and retail tenants have been on month-to-month lease in anticipation of the redevelopment effort. Businesses will be displaced by the proposed project as the properties scheduled for demolition are closed. The business operators and employees on these properties are aware that they would need to relocate.

One of the most common concerns expressed by on-site and nearby businesses and hotel operators was determining the level of impact and the kinds of effects these impacts will have on their businesses during the various stages of construction activity for the proposed development project. Business operators are concerned with the potential to constantly contend with dust problems and that general construction activity would deter potential customers and guests from venturing into the vicinity. Hotel operators are concerned that the construction would cause discomfort for guests and possibly an increase in maintenance requirements, all of which may lead to lost revenues.

Mitigative Measures

Ample time will be given to help existing small businesses relocate. As vacancies arise in other Outrigger and 'Ohana properties, there will be opportunities to work out lease negotiations. Upon completion of Phase 1, some existing vendors and retail tenants may have the opportunity to return to the project area, as appropriate.

A system for ongoing and advanced notification of construction activities, traffic delays, and recommendations for alternate routes will be established to address the short-term impacts of construction activity upon nearby and on-site businesses. The notifications would be distributed to nearby hotels, area businesses, residential associations, delivery companies, tour operators, and various media. Further, the staging of construction work activity will be conducted in a manner to minimize disruptions to nearby businesses.

5.1.9 Roads and Traffic

Probable Impacts

Traffic impacts from construction activities would be expected to occur as the result of the three following types of activities:





- Increases in truck traffic associated with removal and redistribution of excavation spoil or with imported fill materials and delivery of construction materials;
- Increases in automobile traffic associated with construction workers traveling to and from the site; and
- Reductions in existing street capacity from temporary lane closures necessary for the construction of project facilities, roadway improvements, utility relocation and drainage facilities.

The impact of construction truck traffic would be a lessening of the capacities of access streets and haul routes because of the slower movements and larger turning radii of trucks.

The typical hours of construction and deliveries would not overlap with the P.M. peak hour. In the morning peak hour, there would be partial overlap of operations, but the truck traffic is not anticipated to adversely reduce the operating efficiency on adjacent streets during the periods of overlap.

Construction worker traffic would depend on not only the level of effort during various construction phases, but also on the mode and time of travel used by the workers. The hours of construction typically require workers to be on-site prior to the A.M. commute peak and allow them to leave prior to the evening peak. Many workers carpool to the job site and others stage off-site at contractors' yards and are transported to the job site in groups.

Mitigative Measures

Regardless of the location of the construction activities, traffic management during construction of the project shall be designed to minimize disruption to existing traffic flow. Also, specific rules for construction activities in neighboring communities in Waikīkī will be honored during construction. These include allowable operating times for construction activities, truck haul routes, clearance requirements and so on. A detailed traffic management plan including detour plans, haul routes and staging plans shall be prepared at the time of final construction permits for specific approved mitigation measures, to the satisfaction of the City and County of Honolulu Department of Transportation Services and the Department of Planning and Permitting. Required permits for the transport of heavy equipment and truck haul routes shall also be obtained from the relevant agencies at the time of final construction.





5.2 LONG-TERM IMPACTS

5.2.1 Topography, Soils and Drainage

No adverse impacts to the area topography, soil conditions, or drainage capability ~~is~~ are anticipated.

5.2.2 Natural Hazards

5.2.2.1 Hurricanes and Tropical Storms

Probable Impacts

Since 1955, five major hurricanes or tropical storms have caused major damage to Hawai'i.

- Hurricane Nina (1957): produced record winds in Honolulu.
- Hurricane Dot (1959): caused major damage on Kaua'i.
- Hurricane Iwa (1982): caused extensive damage on Kaua'i and O'ahu.
- Hurricane Estelle (1986): caused flooding on O'ahu.
- Hurricane Iniki (1992): caused extensive damage on Kaua'i and Leeward O'ahu.

The effects of these past storm events have cause minimal to no damage in the project area. The future threat of hurricanes in the project area cannot be estimated beyond the fact that hurricanes will probably hit Hawai'i as frequently as they have in the past.

Mitigative Measures

~~Potential mitigative measures include ensuring that the Tsunami Warning System (TWS) is functional and operational. Measures will be taken to ensure that hotel staff continue to be properly trained to assist guests during an evacuation.~~

Potential mitigative measures include ensuring that hotel staff continue to be properly trained in assisting guests with appropriate procedures at the issuance of a hurricane watch or warning. The identified O'ahu Hurricane Shelters closest to the project area are Anuenue, Kāhala Elementary, Jefferson Elementary, McKinley High, and Waikiki Elementary Schools.

5.2.2.2 Earthquake

Probable Impacts

Seismic hazards are usually associated with causing structural damage including landslides, ground cracks, rock falls, and tsunamis. The classification of seismic hazards related to building construction is specified in the Uniform Building Code (UBC) provisions. The potential for earthquake damage is rated on a scale of Zone 0, no damage, through Zone 4, major damage.

In 1992, the United States Geological Survey (USGS) designated the City & County of Honolulu with a rating Zone 2A. This designation suggests that earthquakes are expected to cause only minor damage in this area.





Mitigative Measures

New development will be in compliance with the UBC and the City & County of Honolulu standards, including the earthquake design provisions. Further mitigative measures can include hotel staff training.

5.2.2.3 Flooding

Probable Impacts

In the Phase 1 area of the project, the ground elevation varies between 0 feet mean sea level (msl) to 6 feet msl. Elevation levels are 0 feet msl at the proposed loading area, located on the 'Ewa end of the entertainment retail promenade. The ground elevation levels are approximately 6 feet msl at the porte cochere of the Outrigger Reef on the Beach property, which will be connected to the new facilities via a pedestrian bridge.

Mitigative Measures

The proposed project area will ~~incorporate~~ comply with flood proofing measures flood hazard requirements in accordance with current State and City & County of Honolulu standards, including the flood proofing of permitted uses below the designated flood elevation. Shelters will be selectively opened depending upon the severity of the damage. Shelter designations and schedules will be broadcast on local radio and television stations.

5.2.2.4 Tsunami Inundation

Probable Impacts

In general, all coastal areas of O'ahu are vulnerable to sustain impacts from a tsunami. However, the actual impacts of tsunami upon a particular area cannot be estimated beyond the possibility of the area sustaining heavy damage.

~~The ability for a structure to be able~~ capacity of a structure to withstand the effects of a tsunami ~~are~~ is dependent upon several factors including: the size and speed of the wave as it is transformed while approaching the shore, the type of structure, the site design and orientation of the structure and its surroundings, and the amount of debris that is swept in the movement of the wave.

Mitigative Measures

~~Potential mitigative measures include ensuring that the Tsunami Warning System (TWS) is functional and operational. Measures will be taken to ensure that hotel staff continue to be properly trained to assist guests during an evacuation.~~

Potential mitigative measures are limited to ensuring that hotel staff continue to be properly trained in assisting guests with appropriate procedures at the issuance of a tsunami warning. The identified O'ahu Tsunami Shelters closest to the project are Anuenue Elementary, Kāhala Elementary, Jefferson Elementary, McKinley High, and Waikiki Elementary Schools.





5.2.3 Surface & Groundwater Resources

Probable Impacts

A complete assessment of impacts to groundwater and surface water impacts is included in Appendix D. The surface water drainage system, which also serves as the discharge system for sump-pumped groundwater, will remain intact and be utilized by the redeveloped properties. The portion of Helumoa Road between Beach Walk and Lewers Street does not contain any catch basins or conduits. Therefore, closure of this road will not significantly impact the drainage system.

The redeveloped project will contain an unspecified number of sump pumping facilities sufficient to keep groundwater levels at about the same depth below sea levels as they are held at present. All of these sump pumping systems will utilize the drain system for disposal, essentially duplicating the present practice for which all surface and groundwater is discharged to the shoreline via the structure between the Waikīkī Shores and Fort DeRussy.

The type of resort-related land uses, pre- and post-development, will be essentially the same. The ground cover, expressed as impervious surfaces versus landscaped areas, will be slightly increased. As such, the impact on surface and groundwater resources due to the redevelopment will not be significant.

If it is assumed that surface runoff will be equivalent to 20 inches per year over the impervious surfaces of the project area, based on 80 percent of the annual rainfall experienced in the area (25 inches per year), with the remaining 20 percent lost to direct evaporation generally and percolation in the landscaped areas of the project. Given this assumption, the pre- and post-development annual runoff volumes would be 5.15 and 5.10 million gallons, respectively. The decrease is on the order of one percent of a volume that is very small. Relative to the mixing capacity of the receiving water at the shoreline, this change in volume will be insignificant. Further, no significant change in the quality of this runoff is expected because the land uses will be essentially the same.

The impact to shallow groundwater will occur primarily in the landscaped areas. Assuming an irrigation rate of 1.5 inches per week over the landscaped areas and that 20 percent of this would percolate to groundwater, the slightly greater landscaped area for redevelopment would increase the average percolation rate over the project site from 0.26 to 0.32 gallons per minute. The quantities are not significant and all of the percolate would eventually be picked up by sump pumps and discharged into the surface drainage system. No change in the quality of the percolate is expected since cultivation practices for the landscaping are not likely to change.

5.2.4 Ocean Water Quality and Marine Communities

A study of ocean water quality and marine communities, contained in Appendix F, addresses the potential for alteration of the nearshore marine environment as a result of the proposed action.





Probable Impacts

While one of the properties scheduled for redevelopment (Outrigger Reef on the Beach) is located adjacent to the beach, there are no plans for alteration of the actual shoreline and nearshore area. Therefore, potential impacts to the marine environment can only be considered from activities on land that may result in delivery of materials to the ocean through infiltration to groundwater or surface runoff.

Water Quality

At present, the ~~7.9~~ 7.7 acre redevelopment site contains numerous hotels, various other residential and commercial buildings, as well as ground level pavement and landscaping. The existing buildings cover approximately 88% of the project area, while the redevelopment will include approximately 85% building coverage. Ground level pavement will increase from 8% to approximately 10%, while landscaping will also increase from 4 to approximately 5%. These percentages indicate that the proposed redevelopment will not constitute a substantial change in land use compared to the present scenario. In fact, the area of hardened surface area will actually decrease by 1%.

The change to groundwater dynamics resulting from the redevelopment will occur primarily in the landscaped areas. With the small decrease in surface water discharge, and small increase in groundwater percolate, the amount of water from the redevelopment property that will reach the ocean is not likely to differ from the present development scenario.

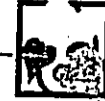
Results of the water chemistry assessment reveal that under the present development scenario, water quality throughout the area off Waikīkī is surprisingly good with respect to State of Hawai'i Water Quality Standards. Such a result is perhaps even more surprising when the locations of the sampling transects are considered. The Fort DeRussy transect is situated close to the point where water from the Ala Wai Canal drains out of the Ala Wai harbor channel to the open ocean. None of the water samples collected on the Fort DeRussy transect were above water quality standards. Similarly, the Outrigger Drain transect originated in the area where the box drain containing surface drainage water and sump-pumped water from the project site are discharged to the ocean. Only several samples close to the shoreline in the area of the box drain were above water quality standards.

With the caveat that the sampling and assessment program were carried out during a period of dry weather with minimal surface runoff, it can be stated that the present development has very little effect on water quality in the marine environment that is directly influenced by the project. 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.

Marine Biotic Communities

Shifting sand is the dominant physical feature in the nearshore marine environment that could be affected by the redevelopment. In comparison to the continual sediment resuspension within the study area, the potentially very small changes in input of freshwater from percolation of groundwater or surface water discharge would be





insignificant, and have no effect on the existing communities. The marine areas in the outer zones of Waikīkī that presently contain substantial coral communities would be beyond the influence of the small potential alterations of water chemistry that could be caused by the redevelopment.

Mitigative Measures

The proposed redevelopment of the Outrigger properties has little or no potential to alter the marine environment fronting the project site. As long as reasonable steps are taken in construction practices, and operational procedures for the project do not involve unforeseen delivery of chemical materials to the nearshore ocean, there should be no adverse impacts to the marine environment, hence no mitigation measures are necessary.

5.2.5 Vegetation and Wildlife

There are no anticipated long-term impacts to the area's vegetation and wildlife habitat.

5.2.6 Cultural, Historic and Archaeological Resources

Potential Impacts

Many of those consulted view this project as an opportunity for Outrigger Enterprises, Inc. to mitigate past negative impacts by the visitor industry through sensitive and well thought out planning (see Appendix A). Outrigger Enterprises, Inc. has been advised to look at and consider the secondary concerns raised by those consulted for this study, especially in relation to recreating a "Hawaiian sense of place". In a very broad context, this has been a cultural concern of many in the Hawaiian community for a long time. The feeling is that the "Hawaiian" element has been long gone from Waikīkī.

Mitigative Measures

Some of the ways this might be achieved is through the physical design and landscaping of the project area and its facilities by selecting culturally appropriate native Hawaiian plants and materials, as well as considering maintaining a sense of cultural integrity in the design of Hawaiian-themed motifs.

The possible preparation of a long-range interpretive plan to be used for educational purposes and to help preserve the history of Kawehewehe as a Hawaiian place is also being considered. The oral history interviews conducted by the Center for Oral History, University of Hawai'i at Mānoa, as well as the interviews conducted for this study can serve as valuable resources in the development of such a plan. The plan could include implementation of selected educational and cultural activities for tourists and nā kama'āina alike. Additionally, facility planning for the Waikīkī Beach Walk project does include provisions for a Hawaiian Music Preservation Center, serving to respectfully acknowledge and commemorate the evolving historical legacy of Hawaiian music and dance.





5.2.7 Air Quality

Probable Impacts

Mobile Source Impacts

The traffic impact analysis prepared for this Draft EIS was used to conduct a mobile source impact analysis. Existing and projected future peak-hour traffic volumes were used from the traffic analysis.

Results of the air quality analysis are detailed in Appendix H. The results suggest that under worst conditions of meteorology and traffic, both Federal and State 1-hour CO standards would be met at receptor locations along the sidewalks and beyond.

Off-site Stationary Source Impacts

Potential impacts derived from off-site stationary sources relate to emissions resulting from electrical generation and solid waste disposal. The estimated 5.9 million kilowatt hours of increase annual electrical demand requires more fuel to be burned to generate the necessary power requirements. Likewise, the disposal of municipal solid waste will result with portions of the solid waste generated at the project site being landfilled and a portion of it being burned. Estimates of annual emissions attributable to power generation and combustion of municipal solid waste is included in Table 5-1.

**Table 5-1
Estimates of Annual Emissions from Off-site Stationary Sources**

Pollutant	Emissions (T/yr)	
	Electrical Generation	Solid Waste Disposal
Sulfur Dioxide (SO ₂)	16	.20
Nitrogen Oxides (NO _x)	9.7	.98
Particulate Matter (PM)	1.1	.082
Carbon Monoxide (CO)	1.0	.86
Volatile Organic Compounds (VOC)	.16	.051

Source: AQIR, Waikiki Beach Walk Project (2001)

Mitigation Measures

Mobile Source Mitigation Measures

No mitigation measures are necessary.

Off-site Stationary Source Mitigation Measures

Air quality conditions in the region are not anticipated to decline and no mitigative measures are required. The increased offsite emissions associated with the proposed





project represents a small additional increment to the existing island-wide emissions. Compliance with Federal and State air pollution control requirements will help mitigate emissions at the offsite facilities.

The use of energy efficient appliances can effectively decrease the demand requirements of power and its associated emissions. Facilities to collect recyclable materials such as paper, cardboard boxes, aluminum, and glass can reduce the quantities of generated solid waste and their associated emissions. Contractors will also be encouraged to properly maintain construction equipment to minimize exhaust emissions.

5.2.8 Noise

The complete Acoustical Study is provided in Appendix G.

Probable Impacts & Mitigative Measures

Traffic Noise

For existing guest units scheduled for renovation, as well as the guest units of the proposed Outrigger Saratoga Hotel, noise mitigation measures are recommended. Closure and air conditioning of the guest units are being employed for this project. Approximately 30 to 35 dB of exterior-to-interior noise reduction has been established for those units which have unobstructed lines-of-sight to Kalākaua Avenue, Saratoga Road, and Kālia Road, and approximately 25 to 30 dB of noise reduction is being pursued for the remaining units.

Noise impacts from project related traffic along the roadways which are expected to service the project ~~traffic~~ are not anticipated due to the relatively low levels of project related traffic noise when compared to the noise levels of non-project related traffic and other noise sources.

New On Site Activities

The new retail shops, restaurants, and entertainment stage do not represent totally new activity centers for the project site. Risks of adverse noise impacts from the new shops, restaurants, and entertainment stage are considered to be low, and compliance with local noise regulations should be possible at the new establishments. The applicable State Department of Health noise limits 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 that may emanate from an establishment where alcohol is served. Because existing background ambient noise levels in Waikīkī and within the Waikīkī Beach Walk project area are generally higher than the State Department of Health noise limits, the noise limits of 60 and 50 dBA will probably not apply to the project area, and noise levels from project sources will generally be allowed to be as high as existing daytime and nighttime background ambient noise levels.

The proposed entertainment stage is sufficiently distant from existing noise sensitive neighbors or shielded by existing and new buildings so as to present very low risks of adverse noise impacts. Outdoor entertainment facilities are very common throughout





Waikiki, and the proposed entertainment stage should complement rather than detract from the existing and new activities along Lewers Street.

5.2.9 Visual Resources

Probable Impacts

Phase 1 of the Waikiki Beach Walk involves the renovation and demolition work of several hotel properties and the construction of a new two-level entertainment retail promenade along Lewers Street. Phase 1 will result with building density moved away from the street, thereby increasing open sky views and improving ground level visual quality within the project area as shown in Figures 5-2 and 5-3.

In determining what kind of potential visual impact Phase 2 may have, a series of photographs were taken from six different vantage points. These views correspond to the identified significant views discussed in Section 4. Heights of the existing buildings and buildings to be renovated are listed in Table 4-1. The roofline of the retail promenade is in the preliminary design stage. The conceptual design for the undulating roof ranges from approximately 48 feet to 65 feet in height.

Analysis of the potential visual impact of the new tower is illustrated in Figures 5-4 through Figures 5-7. These views include the following:

- View from Punchbowl toward Diamond Head- (1a)
- View from Ala Moana Park (Magic Island) toward Diamond Head- (1b)
- View from Hale Koa Beach toward Diamond Head- (2a)
- 'Ewa view from the Natatorium- (2b)
- Diamond Head view from Kalia Road- (3a)
- Makai view of Saratoga Road from Kalakaua Ave- (3b)

As shown in photo (1a), there is no impact upon the view corridor from the Punchbowl lookout to Diamond Head. The skyline of surrounding buildings would predominantly block any major view of the proposed tower. The Saratoga tower will be located outside of the Diamond Head-Punchbowl view corridor.

Views from both Magic Island (1b) and the Hale Koa Beach (2a) are marginally impacted. The alignment of the tower visually blends with the existing skyline of nearby buildings and does not impede upon both visual access and quality of views toward Diamond Head.

From the 'Ewa end of the Natatorium, the existing Sheraton Waikiki hotel would largely block out any extensive view of the proposed Saratoga Hotel. As shown in photo (2b), a small portion of the makai end of the Saratoga Hotel would be visible from this location.

Viewing the proposed tower alignment from Kalia Road in the Diamond Head direction, photo (3a) illustrates that the Saratoga Hotel does not take away any existing





visual access to mountainscapes, ocean views, or other landmarks from the Fort DeRussy Park area.

From the corner of Kalākaua Avenue and Saratoga Road, skyline views would be impacted facing the ma kai direction. The proposed hotel does not impede upon any existing ocean views.

Pedestrian Bridges

Pedestrian bridges will be constructed across Beach Walk and Kālia Road to provide for safe and efficient circulation of pedestrians and employees. The Kālia Road pedestrian bridge gradually slopes from the second level of the ballroom/banquet facility in the Lewers-Beach Walk block to the Outrigger Reef on the Beach pool deck. The pedestrian bridges that cross over Beach Walk are intended to connect the new Saratoga Hotel to the meeting room and pool deck levels in the Lewers-Beach Walk block.

View studies of the proposed pedestrian bridges are provided in Figures 5-3, FEIS 5-a and FEIS 5-b. Landscaping will be extensive throughout the project area (See landscape plans in Figures FEIS 5-a and FEIS 5-b), including bridge landings and the bridges themselves. Architectural detailing will visually tie the proposed bridges to the structures they link. As shown in exhibits, the bridges will be visually prominent, but will not block ocean views and will be designed in a manner consistent with the theme and qualities of the overall project.

Mitigative Measures

As shown, the siting of the new tower will not significantly affect the view corridors discussed in the Land Use Ordinance (discussed in Section 4). ~~Visual access- View planes from the mountains to the sea will not be significantly impacted. However, mitigation measures will be implemented to minimize potential ground level visual impacts and potential sky view impacts.~~ The application of Waikiki Special District urban design guidelines, specifically building orientation and ground level design considerations, should also help ameliorate any potential additional concerns.

~~Mitigation efforts involve addressing the policies set forth in the Waikiki Special Design District guidelines, specifically building orientation and ground level design.~~

Upon completing the demolition of six hotels, view corridors will be significantly ~~opened-~~ enhanced within the project area. Additionally, the creation of the plaza area with the adjoining landscaped pedestrian accessways will greatly improve public views ~~with the neighboring area in the vicinity.~~ Building facades will be varied to create a visual interest and reduce building bulk. The use of eyebrows, awnings, and openings will help to create and maintain an appropriate human scale at the ground level.

The long axis of the new hotel will be oriented in a mauka-makai direction, effectively minimizing obstruction of the associated view corridors. Additionally, the ~~appropriate~~ appropriate selection of appropriate colors, motifs, and designs will serve to soften the ~~overall sky view- visual~~ transition from the new tower to the surrounding area.





Existing



Proposed

Edgewater Plaza: Treetops View

Waikiki Beach Walk

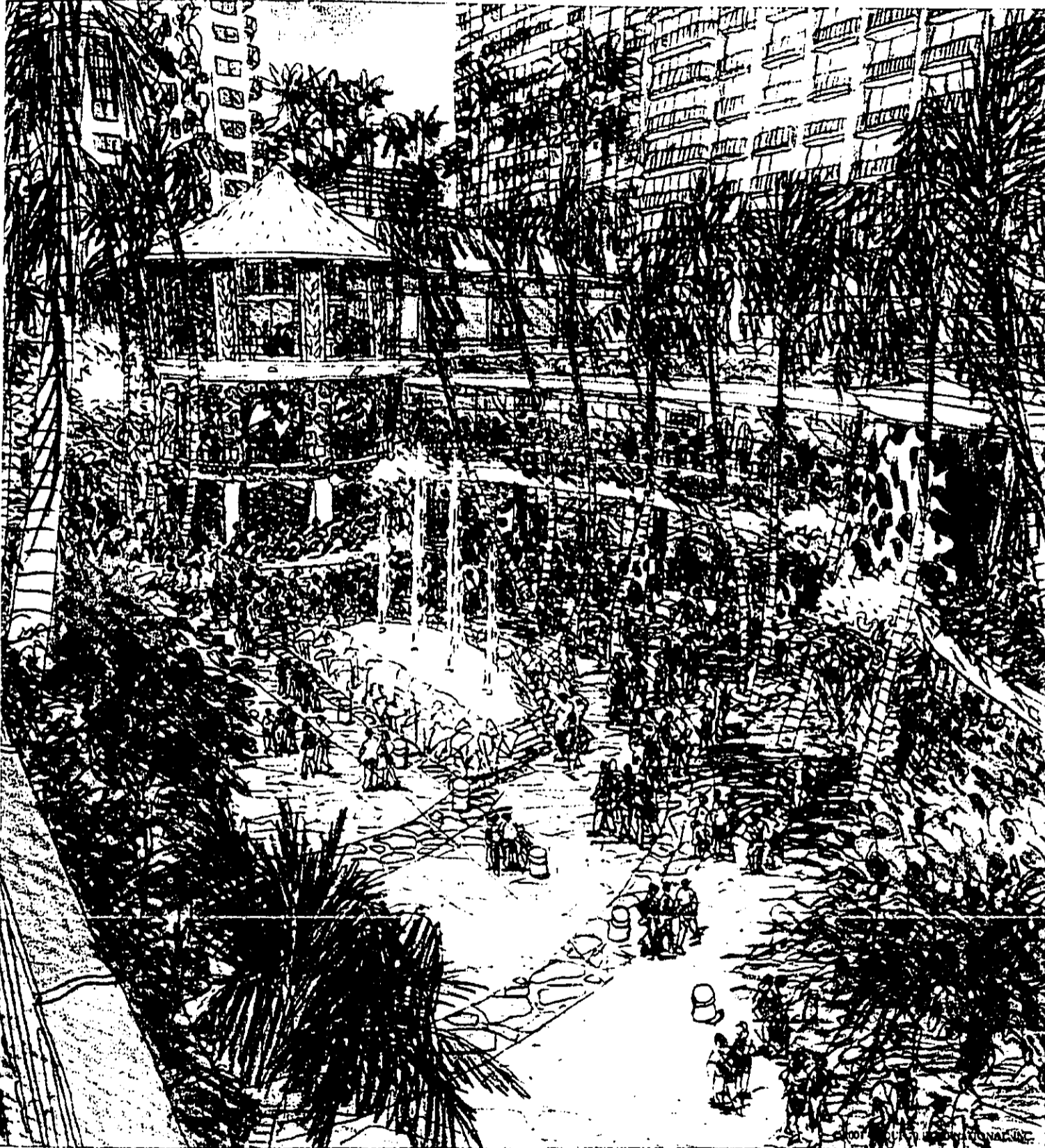


Figure 5-2



Existing



Proposed

Kālia Aerial View

Waikīkī Beach Walk



© 2001 GROUP 70 INTERNATIONAL INC.

Figure 5-3

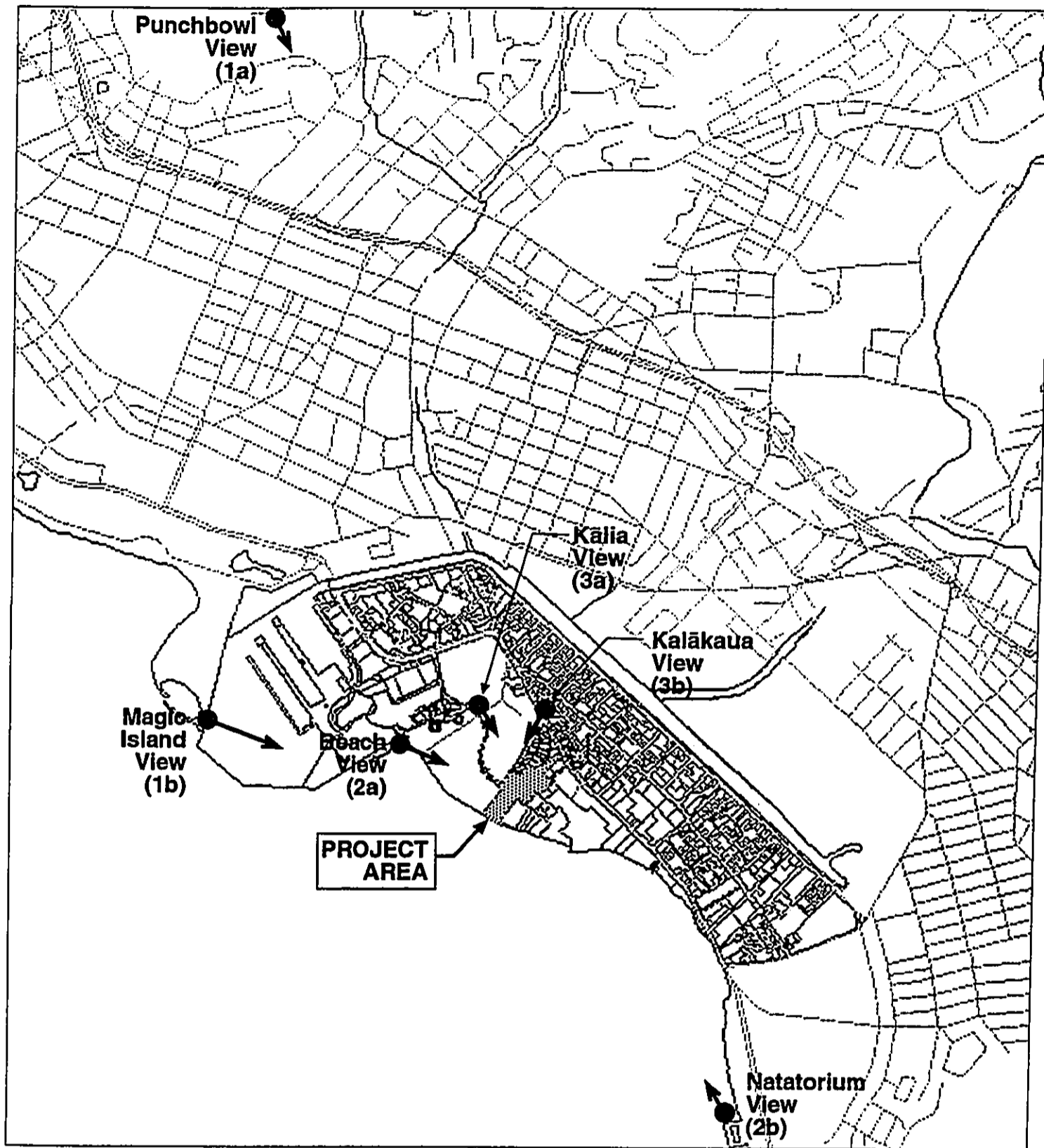


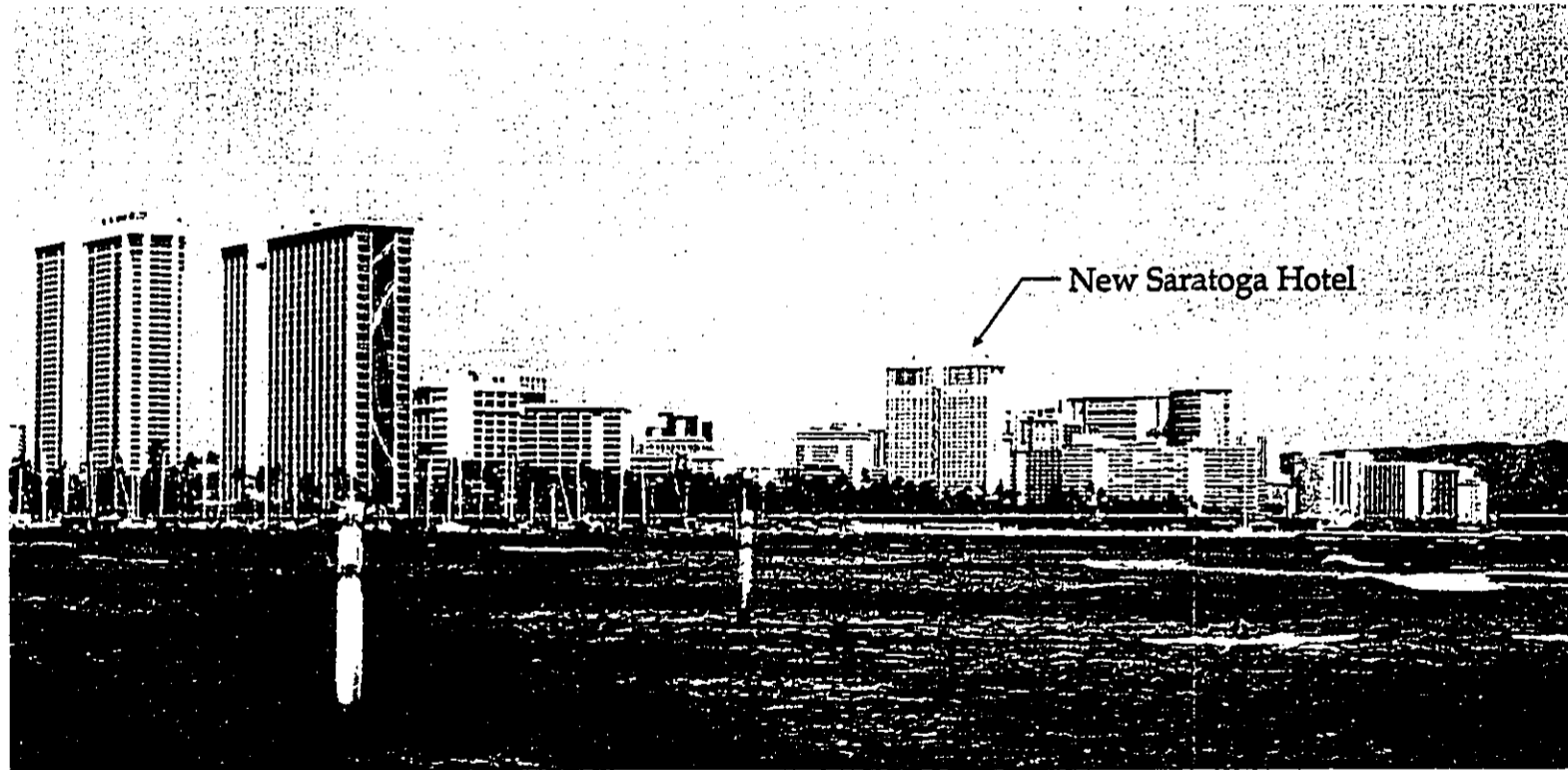
Photo Locations for View Analysis

Waikīkī Beach Walk

RECEIVED AS FOLLOWS



1a. View from Punchbowl toward Diamond Head



1b. View from Magic Island toward Diamond Head

View Analysis 1

Waikīkī Beach Walk

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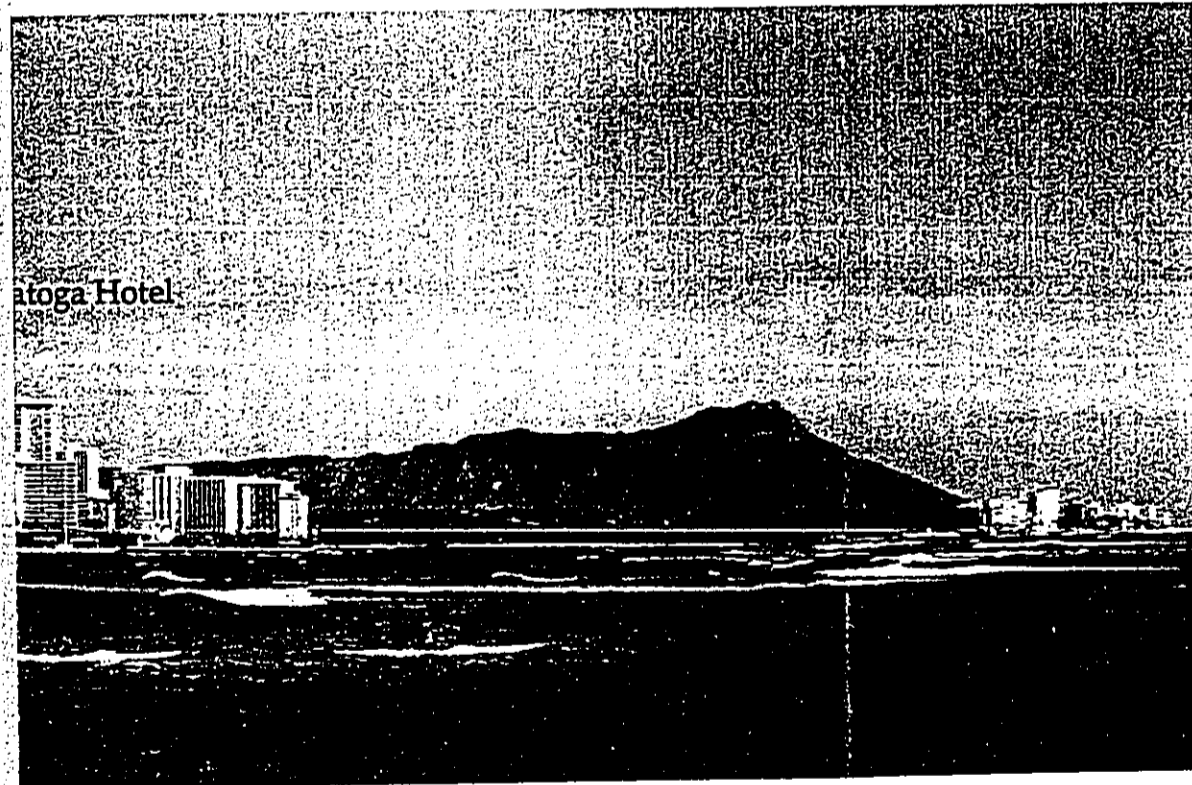
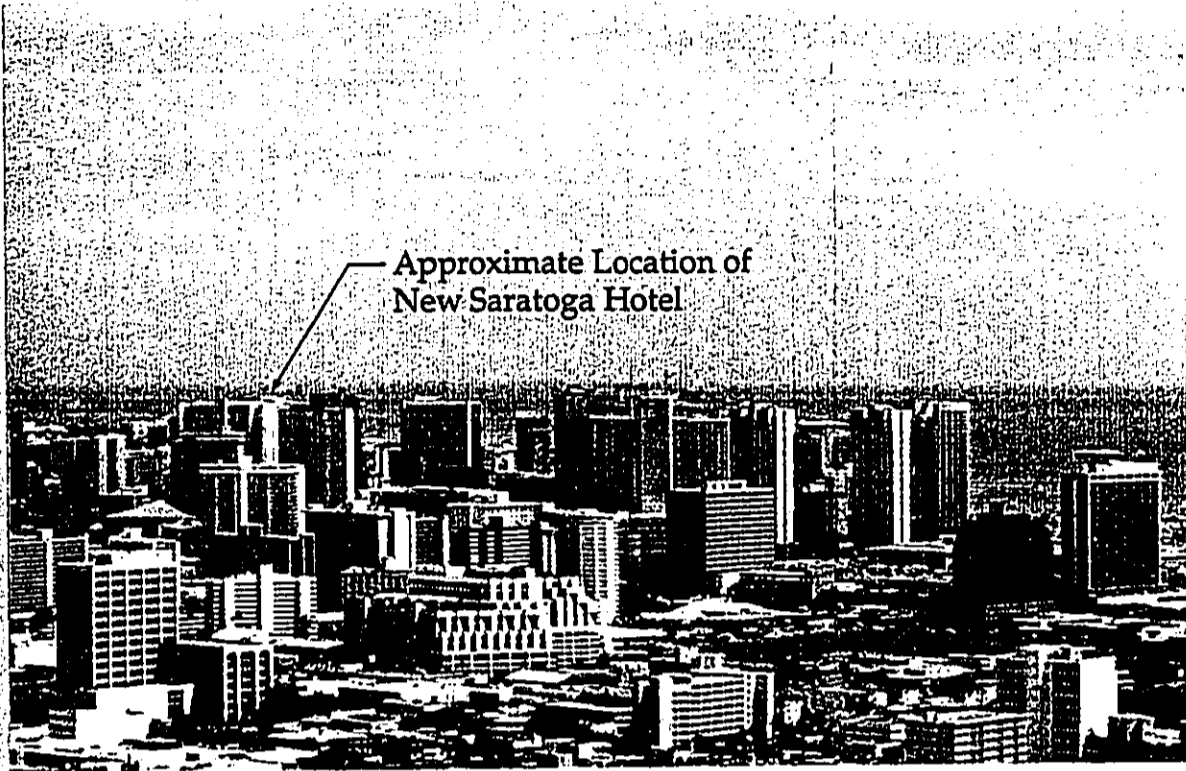
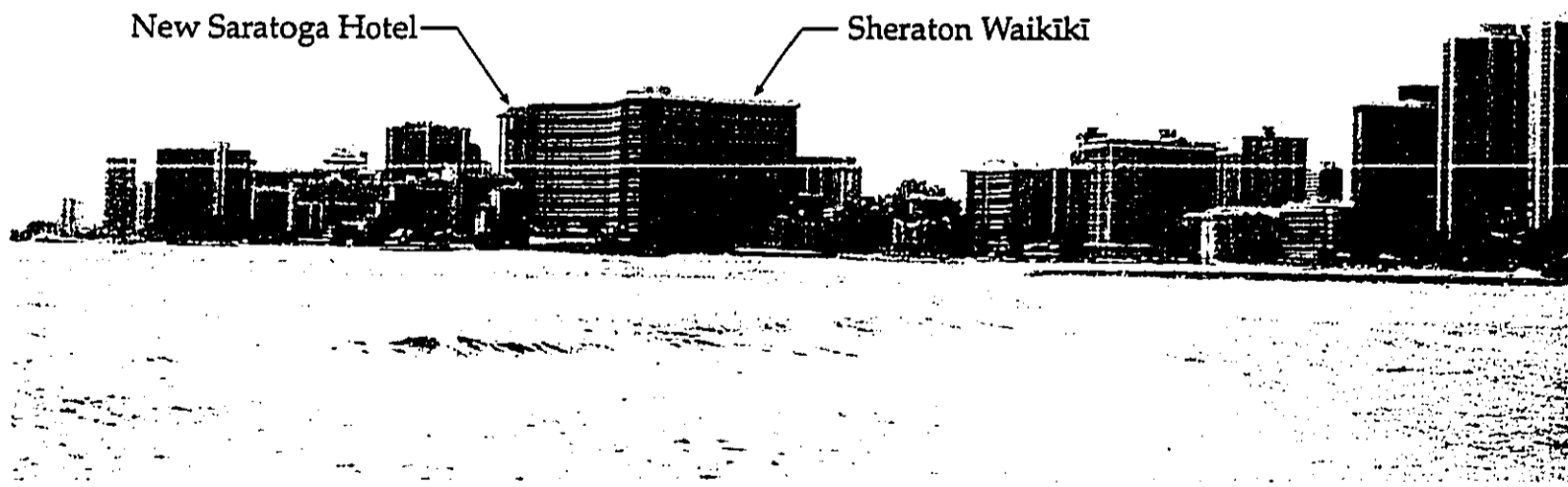


Figure 5-5

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2a. View from Hale Koa Beach toward Diamond Head

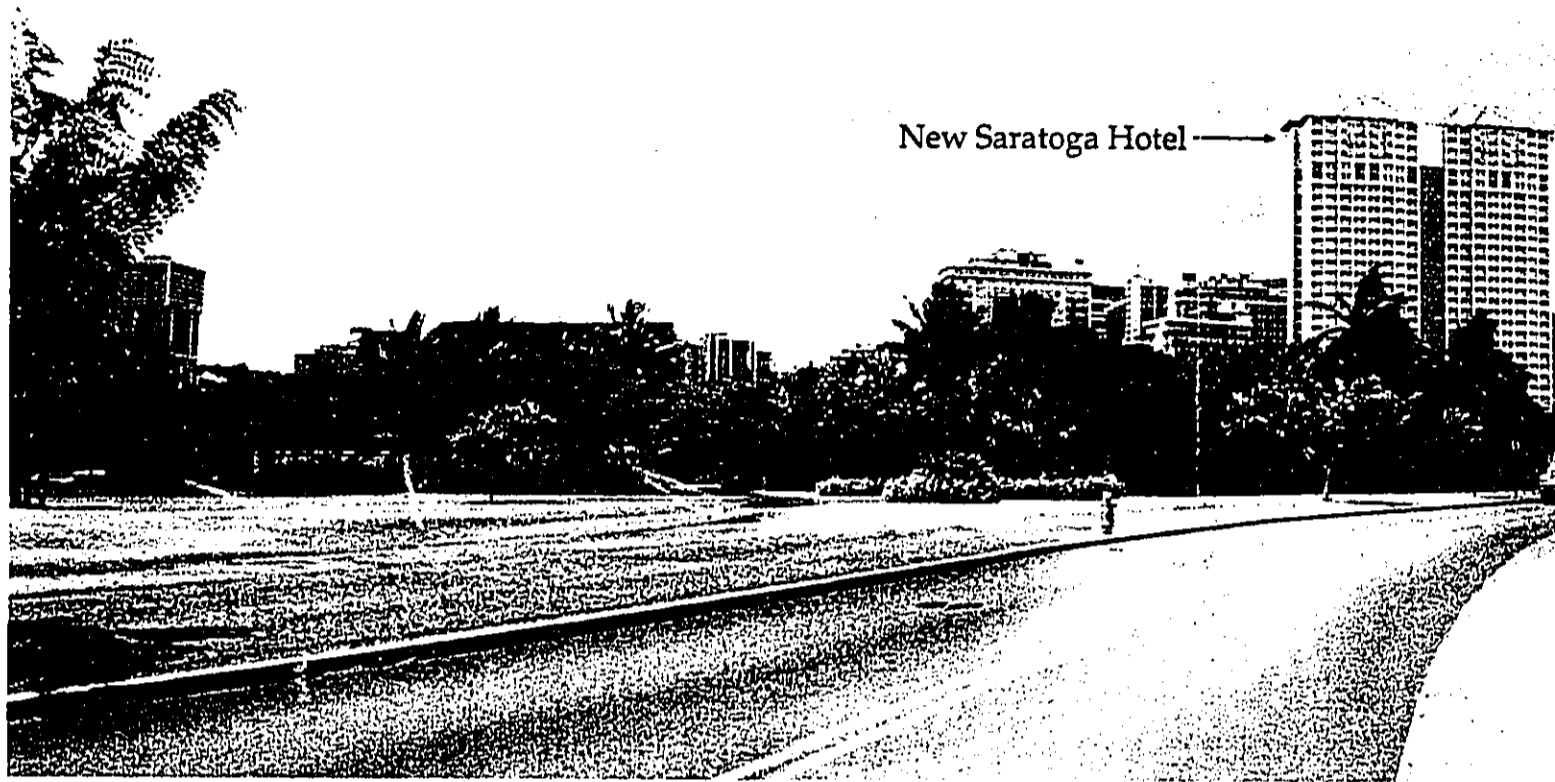


2b. View West from Natatorium

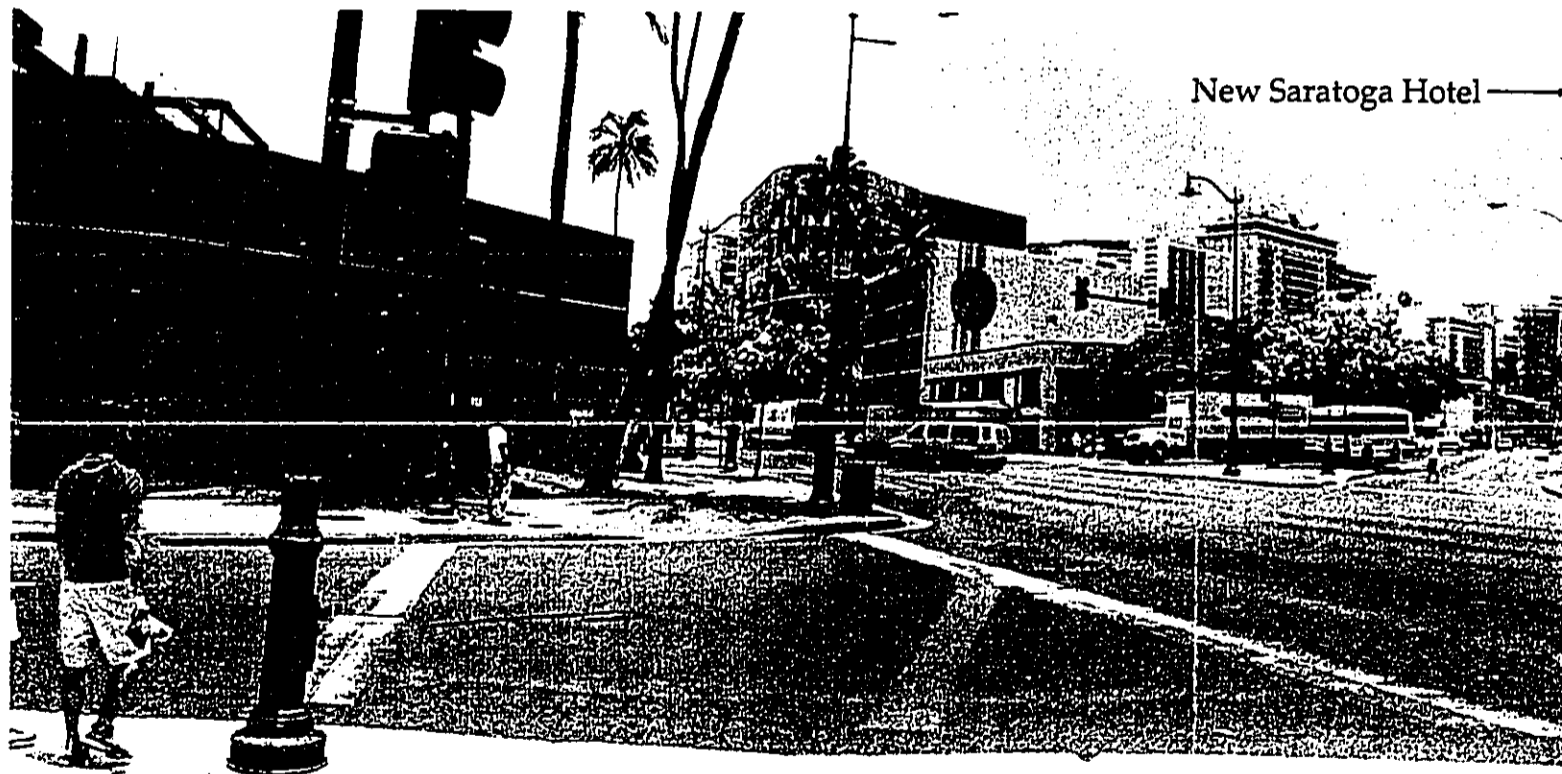


Figure 5-6

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3a. View of New Saratoga Hotel from Kālia Road



3b. View of Saratoga Hotel from Kalākaua Avenue looking Makai on Saratoga Road

View Analysis 3

Waikīkī Beach Walk

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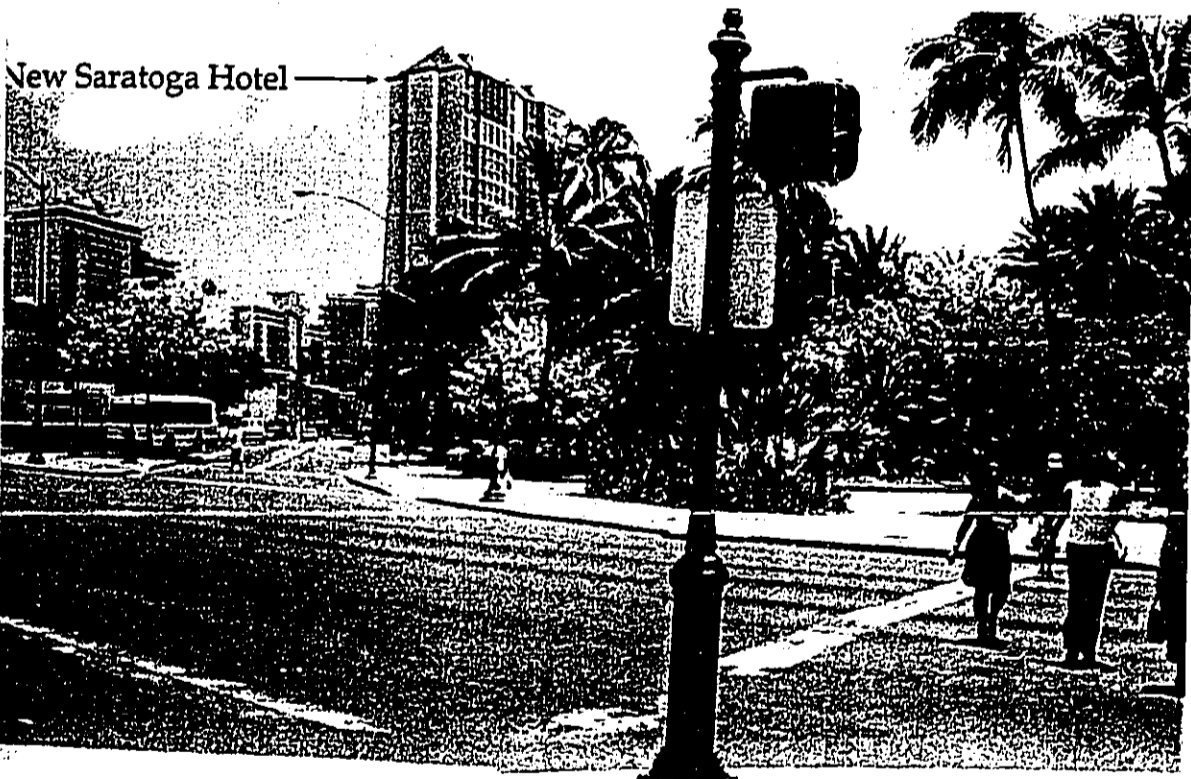
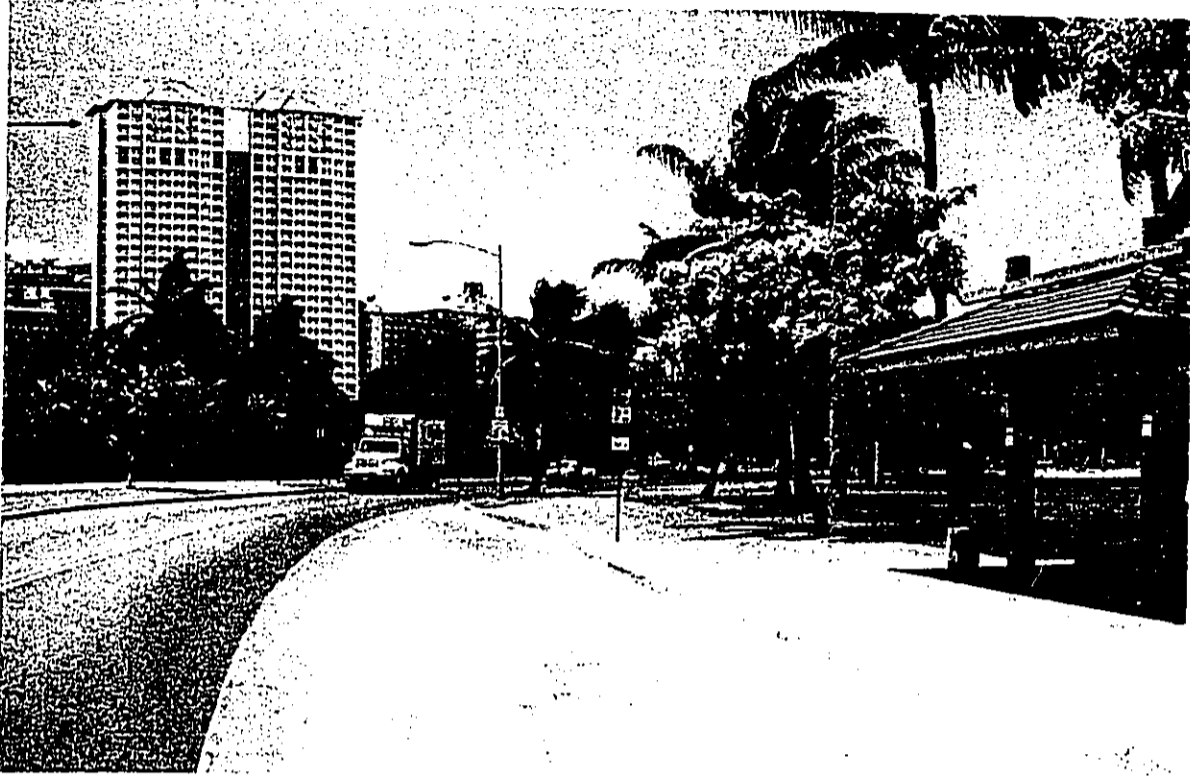


Figure 5-7



Proposed

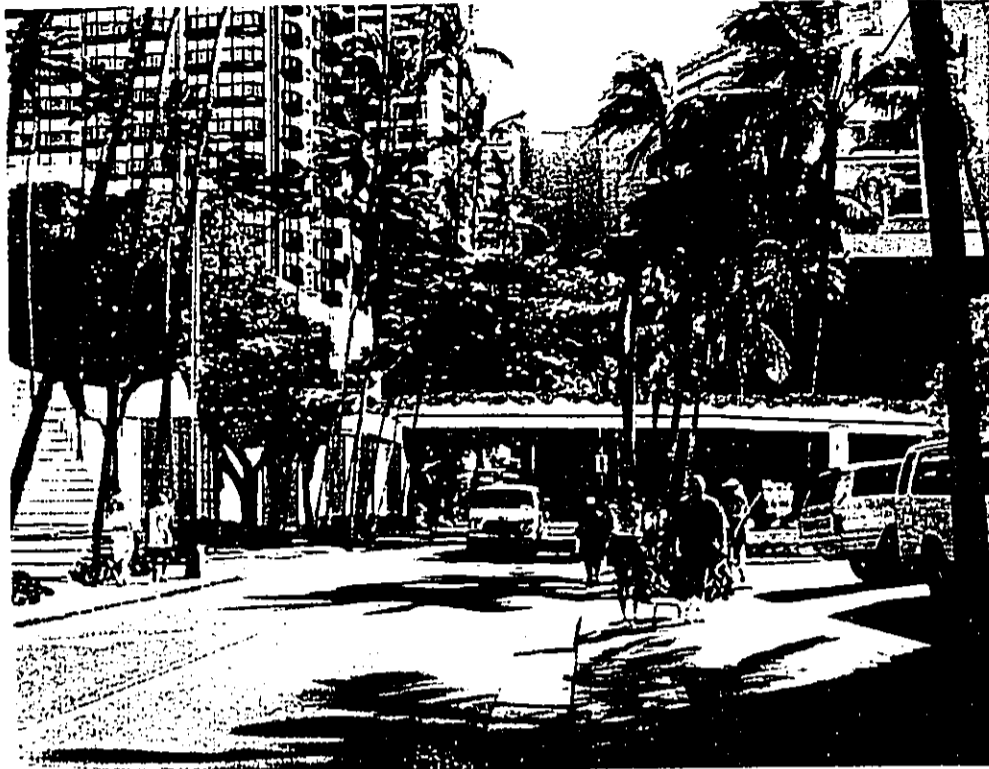


Existing

Pedestrian Bridges - Beach Walk

Waikīkī Beach Walk

Figure FEIS 5-A



Proposed



Existing

Pedestrian Bridge - Kālia Road

Waikīkī Beach Walk

Figure FEIS 5-B



5.2.10 Wind Impacts

Rowan Williams Davies & Irwin Inc. (RWDI) assessed the potential wind effects on public pedestrian areas around the proposed Waikīkī Beach Walk project. Their report is included as Appendix C.

Probable Impacts & Mitigative Measures

Pedestrian wind comfort criteria developed at RWDI were used in this assessment and are categorized by three typical pedestrian activities:

- 1) **Sitting:** Low wind speeds when one could read a newspaper without having it blown away. Suitable for outdoor cafes and other sitting areas - typically gust speeds up to 11 mph at the pedestrian level.
- 2) **Standing:** 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 - gust speeds up to 16 mph.
- 3) **Walking:** Winds that would lift leaves, 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 - gust speeds up to 20 mph.

Generally, wind conditions suitable for walking are appropriate for sidewalks and parking lots; wind speeds comfortable for standing are preferred for building entrances and pick-up/drop-off areas; and lower wind speeds comfortable for sitting are desired for seating areas, such as outdoor cafes, plazas and terraces.

These guidelines represent an average of wind tolerance. Regional differences in wind climate and variations in age, health, clothing, etc. can affect people's perception of wind climate. With the warm climate in Hawai'i, higher wind speeds may be tolerated, as the cooling effect of the wind would be considered pleasant.

The development site is exposed to the northwest by the open and landscaped site of Fort DeRussy and to the southeast through west directions by open water. Many tall hotel and office buildings are situated to the north through southeast, which will have a sheltering effect.

Phase 1 Probable Wind Impacts and Mitigative Measures

After the Phase 1 development, the potential wind conditions are predicted to be the same as those that currently exist, as there is no change to the buildings adjacent to these areas. Wind conditions comfortable for walking are expected to prevail through most of the year.

Possible changes in local wind activity that may be caused by the proposed development are illustrated by the flow patterns in Figure 5-8. Wind speeds along





Lewers Street would be reduced after replacing the Edgewater Lanais Hotel (8 stories) and the 'Ohana Coral Seas Hotel (11 stories) with the proposed two-story retail buildings and the landscaped plaza. Dense landscaping could be planned strategically along Lewers Street, in the vicinity of Area E, and in the new plaza (Area F) to control winds deflected by the 'Ohana Reef Towers. A wind environment comfortable for sitting or standing can be achieved in the plaza area with the use of landscaping.

The proposed four-level podium will shelter the new entrance to the 'Ohana Waikiki Village and 'Ohana Waikiki Tower. The sidewalks adjacent to the podium will also be protected from the prevailing winds, due to the replacement of the 'Ohana Edgewater Hotel by the proposed lower podium. Wind conditions on nearby sidewalks (Area G) are likely to be improved from the existing conditions.

Phase 2 Probable Wind Impacts and Mitigative Measures

The site proposed for the new Saratoga Hotel is located downwind, relative to other buildings in this development, from the prevailing winds. The orientation of the 27-story tower on this Phase 2 site is appropriate and desirable for wind control. The potential wind impact of Phase 2 development is expected to be localized.

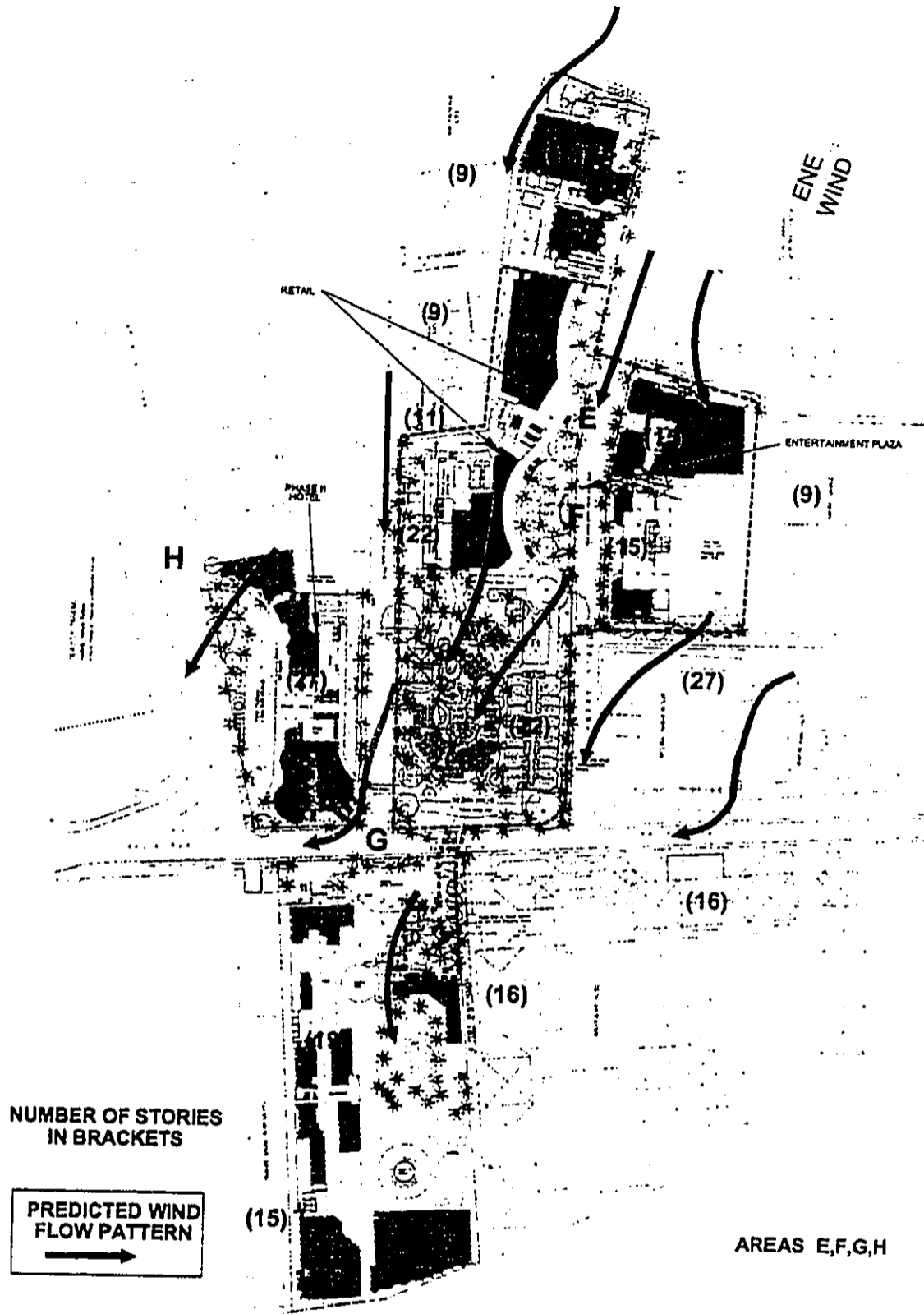
The proposed 27-story hotel tower is much taller than the pool deck on the east side of Beach Walk and, as a result, it may intercept the wind flowing over the deck and deflect it down to the street level. Increased wind activity at the corner of the proposed Saratoga Hotel would be expected. The use of wind control measures such as a podium, canopy, trellis, or landscaping, which may prevent the downwashing windflow from reaching street level, will be considered in the design of the Saratoga Hotel. Landscaping along streets, as proposed, will also be a positive measure for wind reduction. A combination of these design features can be employed to reduce the expected wind activity in this area.

Wind speeds in Area H may also increase slightly due to the construction of the Saratoga Hotel. The existing landscaping on both sides of Saratoga Road will assist in limiting the wind speed increase, and the resulting wind conditions on the Saratoga Road sidewalks are likely to be acceptable for walking.

The main entrance along Saratoga Road for the 27-story hotel is expected to be protected by the proposed hotel development. Wind conditions in other areas on and around the development site are not expected to change from those predicted with the Phase 1 Development.



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Wind Flow Pattern Affected by
the Proposed Development

Waikiki Beach Walk

Source: RWDI (2001)

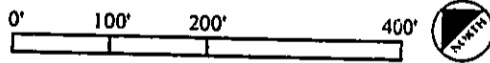


Figure 5-8



5.2.11 Population and Employment

A Market and Economic/Fiscal Impact Assessment is presented in Appendix N. The redevelopment of the Waikīkī Beach Walk project will increase the number of visitor units and visitor spending. Both of these factors will contribute to an overall population growth in Waikīkī.

5.2.11.1 Visitor Population

Waikīkī Beach Walk includes the elimination of 381 operating visitor units in Phase 1 and the elimination of 211 operating units in Phase 2 for a total removal of 592 operating visitor units. Further, the proposed project includes the construction of 891 new units in Phase 2. Table 5-2 (FEIS Revised) illustrates the potential project impacts on visitor population.

**Table 5-2 (DELETED)
Project Impacts on Visitor Population**

Phase	On-Site Population Change (1)	Project Impact to 2000 Visitor Population of 75,570 Persons
Phase 1 2002 to 2005	Decrease of 430 visitors	-0.6 percent decrease
Phase 2 2006 to 2010	Increase of 644 visitors	0.8 percent increase
Stabilization 2015	Increase of 775 visitors	1.0 percent increase

(1) The on-site population assumes that local resident guests and 50 percent of the U.S. guests would stay elsewhere in Waikīkī and would not be impacted by the removal of on-site visitor units. The average room occupancy was 2.1 persons.

Source: Mikiko Corporation, Economic and Fiscal Impact Assessment for Outrigger Enterprises, Inc.'s Waikīkī Beach Walk Development (August 31, 2001).

**Table 5-2 (FEIS Revised)
Project Impacts on Visitor Population**

Phase	On-Site Population Change (1)	Project Impact to 2000 Visitor Population of 75,570 Persons
Phase 1 2002 to 2005	Decrease of 363 visitors	-0.5 percent decrease
Phase 2 2006 to 2010	Increase of 668 visitors	0.9 percent increase
Stabilization 2015	Increase of 831 visitors	1.1 percent increase

(1) The on-site population assumes that local resident guests and 50 percent of the U.S. guests would stay elsewhere in Waikīkī and would not be impacted by the removal of on-site visitor units. The average room occupancy was 2.1 persons.

Source: Mikiko Corporation, Economic and Fiscal Impact Assessment for Outrigger Enterprises, Inc.'s Waikīkī Beach Walk Development (Exhibit E: October 15, 2001).





The project impacts on the visitor population are nominal and no mitigation is required.

5.2.11.2 Employment and Residential Population

Probable Impacts

The proposed project may increase the resident population due to an increase in direct, indirect and induced jobs. Table 5-3 (FEIS Revised) shows that the project will initially result in a decrease of 164 138 jobs, based on estimated loss in revenues of displaced tenants.

Table 5-3 (DELETED)
Projected Operational Employment

	Direct jobs	Indirect and induced jobs	Total jobs
Phase 1 2002 to 2005	(100)	(64)	(164)
Phase 2 2006 to 2010	460	336	796
Stabilization 2015	495	358	853

Source: Based on estimates provided by the Mikiko Corporation (Exhibit M: Projected Operational Employment Full-Time Equivalent Jobs, Economic and Fiscal Impact Assessment for Outrigger Enterprises, Inc.'s Waikiki Beach Walk Development [August 30, 2001]).

Table 5-3 (FEIS Revised)
Projected Operational Employment

	Direct jobs	Indirect and induced jobs	Total jobs
Phase 1 2002 to 2005	(84)	(54)	(138)
Phase 2 2006 to 2010	466	340	806
Stabilization 2015	509	367	876

Source: Based on estimates provided by the Mikiko Corporation (Exhibit M: Projected Operational Employment Full-Time Equivalent Jobs, Economic and Fiscal Impact Assessment for Outrigger Enterprises, Inc.'s Waikiki Beach Walk Development (October 15, 2001)).

Once construction of both phases is complete, a substantial number of jobs will have been added to the workforce. By 2015, the stabilization year for the project, an estimated 853 876 full-time jobs will have been created as a result of this redevelopment effort.

Among those interviewed in the Social Impact Assessment, the Waikiki Beach Walk is considered a new element, an innovative idea, and an imaginative and visionary renovation of the area. Those interviewed expected the project to have a positive effect on the economy, attracting more visitors to Waikiki. Its positive benefits would include





more guests and business patrons, thereby contributing to increased revenue, more jobs, and new business opportunities.

~~Nearby and on-site businesses look forward to the operational aspects of the project. Increased numbers of walk-in customers and new business opportunities in the redeveloped areas are anticipated.~~

~~However, potential~~ Potential increases in resident ~~populations~~ population attributable to the project are nominal. According to estimates provided in the Economic and Fiscal Impact Assessment (Appendix N), by the year 2015, an estimated 20 people may be inducted to move to O'ahu.

5.2.11.3 Business Displacement

The proposed redevelopment will require the demolition of several structures, including six hotels and one two-story building. In addition to hotel units, these structures also contain several tenants who operate a variety of businesses. Demolition of these structures will require the displacement and relocation of these tenants. Table 5-4 lists tenants in these structures.

**Table 5-4
Tenants in Structures Planned for Demolition**

Structure Planned for Demolition	Tenants
Edgewater Lanais	ABC Stores Honolua Surf House of Hong Outrigger Properties LLC Offices Outrigger Shops Offices Sun Islands Hawai'i Outrigger Gifts Pleasant Hawaiian Holidays
'Ohana Coral Seas	Aloha Trading Davey Jones Ribs Honolua Surf Just the Ticket Travel Perry's Smorgy





Structure Planned for Demolition	Tenants
'Ohana Edgewater	Outrigger Pantry Patisserie Takahashi's North Shore Shave Ice Trattoria Restaurant Wet Hawai'i Chuck's Steak House Colleen's Gift and Fashion Outrigger Activities Edgewater Beauty Saloon Diamond Head Scooters
'Ohana Reef Lanais	Buzz's Steak and Lobster
Malihini	Henry's Place JH Aloha Fashions
'Ohana Royal Islander	Alamo Rent a Car McDonald's of Hawai'i
Structure at Corner of Helemua Road and Lewers Street	Carl's Jr. Restaurant Consolidated Resorts Sav-On-Tours Aloha Fashion Lahaina Ticket Company

Thirty-three tenants will be directly affected by the structural demolition. These tenants include chain franchises, individual owners, and multi-business corporations. Project impacts include termination of the month-to-month leases, ~~searching for a~~ seeking comparable leases elsewhere, and relocation if a new site is available.

Mitigation Measures

Recommended mitigation includes both short and long term measures. In the short term tenants will be assisted in finding comparable leases so that they can relocate soon after displacement. In addition, tenants will be kept informed of development schedules and provided adequate time to relocate. In the longer term Outrigger will work with existing tenants on possible relocation in the new project, as appropriate.

5.2.12 Public Services and Facilities

Potential Impacts and Mitigation Measures

Police

The proposed project will increase the on-site population by adding more visitor units to the region, and adding retail and entertainment gathering opportunities for residents and visitors. The increase in population will require additional security and police protection services.





This potential negative impact can be mitigated in three ways. First, private security services can lessen the need for public police protection. Second, the Aloha Patrol Officers program established by the Waikiki Special Improvement District can provide additional security and protection. Third, design measures will ensure that public spaces are well-lit and visible thereby minimizing crime opportunities.

In addition, the HPD is already coordinating traffic and security for over 40 major events in Waikiki, such as the Aloha Week Parade, the Honolulu Marathon and the Pacific Basin Economic Council. Major events related to Waikiki Beach Walk would be included of this effort.

Fire Protection

Waikiki Beach Walk will impact fire protection services by increasing the de facto service population. By adding more hotel rooms, the project will increase the structural occupancy capacity. This impact is unavoidable and can be mitigated by meeting fire flow and relevant building requirements.

Another potential impact is related to circulation and the accommodation of emergency vehicles. To ensure emergency access, HFD officials will be consulted during the preparation of the project's traffic and circulation plan.

Emergency Medical Services

The Waikiki Beach Walk will impact medical emergency services by increasing the de facto service population through the addition of hotel rooms and the provision of public gathering spaces. To some extent, this impact will be mitigated by the planned EMS facility expansion.

Social Services

The proposed project is not expected to impact these services or the related service populations and no mitigation is necessary.

5.2.13 Social Impacts Analysis

Potential Impacts

Fifty-seven individuals were interviewed for the Social Impact Assessment included in Appendix M. The individuals included people who live, work or operate a business on or near the project site, individuals active in Waikiki business and residential organizations, and people active in island wide organizations that may have an interest in the project.

Those interviewed expressed their feelings about the existing conditions in the project area as well as redevelopment plans. Interviewees expressed approval of the overall project because they felt it would be a major improvement to the area. The project was considered a new element, an innovative idea, imaginative and a visionary renovation of





the area that would eliminate the "hodge-podge" of building and eliminate undesirable activities. They identified several positive aspects of the project including the low-rise retail and entertainment center and open spaces and orientation toward pedestrian circulation. Interviewees were optimistic about economic benefits for the area as well as the planned cultural events and live performances.

The interviewees cited four potential problems related to the project. The most common concern was the effects of construction activities on neighboring sites. Short term construction impacts are addressed in Section 5.1.8 above. They also expressed concern about vehicular traffic and the possible closure of Lewers Street, the displacement of some on-site businesses, and the feasibility of the project.

Mitigative Measures

As described in Section 7, the idea of closing a portion of Lewers Street is presented as an alternative rather than the proposed action of this EIS. Long term traffic impacts and mitigation measures are described in Section 5.2.17.

With respect to the displacement of existing businesses, Outrigger will keep businesses informed of developed schedules and provide adequate time to relocate. Outrigger will work with existing tenants on possible relocation to other off-site Outrigger properties and within the new project, as appropriate.

With regard to concerns about project feasibility, Outrigger and its financial partners have and will continue to assess the feasibility of this project. Outrigger is proceeding with a project design which it considers to be economically feasible and an enhancement to this area of Waikiki.

5.2.14 Public Policies and Community Expectations

The value and contribution of Waikiki as a visitor destination continues to be supported and promoted by public policies developed by ~~public~~ government agencies and officials along with members of Waikiki's residential and business community. To a certain degree, these policies reflect the community expectations for the future of the Waikiki area. A review of community expectations is discussed in this section. A more detailed discussion of applicable public policies is provided in Chapter 6.

Revitalization

The Waikiki Beach Walk project is consistent with and supportive of current and desired revitalization and redevelopment efforts expressed in various public policy and initiatives. Those interviewed in the Social Impact Assessment consider the project an integral part of Waikiki's revitalization.

Increased Opportunities for the Local Community

In public reports and interviews, it is often noted that Waikiki has lost its appeal for local residents. Through combined efforts such as the "Brunch on the Beach" and strolling musicians, an attempt is being made to refoster the appeal of Waikiki to its local





community. The proposed retail and entertainment complex is consistent with efforts to provide more attractions to residents, providing venues to enjoy local culture and entertainment while providing a diversity of dining and shopping opportunities.

Circulation and Pedestrian Opportunities

A major focus of public policy relative to Waikiki is vehicular and pedestrian circulation. The Islandwide Mobility Concept Plan recognizes that Waikiki will remain the focal point of O'ahu's visitor plant and calls for a multi-modal transportation loop, known as the Bus Rapid Transit System (BRT) linking Waikiki to other neighborhoods. This plan also calls for providing transportation choices within neighborhoods to foster livable communities.

Waikiki Beach Walk project is related to the transportation infrastructure in that the Waikiki BRT is intended to serve, in part, the project area and its environs. Redevelopment of the project area will provide a distinct character that will enhance the attractiveness of this portion of Waikiki, thereby increasing user incentive for the system.

Further, the proposed project will encourage pedestrian circulation. Lewers Street will become a pedestrian corridor and various facilities will be provided to allow attractive and functional pedestrian circulation within the site and with neighboring walkways.

Mitigation Measures

No mitigation measures are necessary. The redevelopment effort is consistent with public policies and community expectations.

5.2.15 Market Impact Estimates

The Waikiki Beach Walk project represents a major re-development of Outrigger's ~~Lewers Street~~ Lewers-Kalia hotel inventory. It is also a major component in the continuing repositioning and redevelopment of Waikiki. ~~Hospitality Advisors LLC prepared a~~ A market analysis and study of economic impacts prepared by Hospitality Advisors LLC is presented in Appendix N. The objective of this market assessment was to prepare overall market demand estimates for the hotel, retail and showroom elements of the project for both Phase 1 and Phase 2.

5.2.15.1 Phase 1 Market Impact Estimates

Hotel

As part of the re-development, the 'Ohana Waikiki Tower and 'Ohana Waikiki Village Hotels are to be renovated substantially. Currently positioned as economy hotels, the renovation is expected to permit the two hotels to be repositioned as an upper-tier mid-priced hotel. In addition to analysis of the Waikiki hotel market, a competitive set of hotels based on the expected repositioning was selected to analyze occupancy and average daily rate of the competitive market. Table 5-5 illustrates the market estimates





for the Phase 1 hotel components on a combined basis based on the research conducted.

Table 5-5

Estimate of Market Occupancy, Waikiki Beach Walk Hotels, Phase 1			
	Overall Market	Competitive Market	WBW Hotels
2005	82.0%	81.0%	65.0% 70.0%
2010	82.5%	81.5%	80.0% 82.0%
2025	82.9%	82.4%	80.0% 82.0%

Source: DBEDT, Hospitality Advisors LLC

The lower occupancy for the hotels reflects the first year of reopening after the redevelopment of Phase 1. The project hotels are expected to stabilize at ~~80~~ 82 percent in the fourth year after reopening based on past market trends with other hotels but are expected to perform slightly below their competitive market in occupancy due to higher room rate premiums attributed to providing a renovated product. Additionally, the project location relative to Waikiki Beach, as compared to other competitive hotels, is a contributive factor. Table 5-6 details the estimate of the average daily rate of hotels within the project and others considered as the competitive market. All estimates are presented in uninflated 2001 dollars.

Table 5-6

Estimate of Average Daily Rate, Waikiki Beach Walk Hotels, Phase 1		
	Competitive Market	Waikiki Beach Walk Hotels
2005	\$111.40	\$108.00 \$110.00
2010	\$115.92	\$132.55 125.55
2015	\$115.92	\$132.55 125.55

Source: Hospitality Advisors LLC

Retail

Retail estimates were based on a survey of retail sales in Waikiki prepared by SMS Research, as well as other research and industry interviews conducted by Hospitality Advisors. Adjustments to sales per square foot data ~~was~~ were applied where appropriate based on location and economic considerations to derive sales estimates for the retail sections of the project. Separate surveys and research were conducted for retail stores by location and by floor, as well as for restaurant category and showrooms in Waikiki. Individual sales per square foot estimates were prepared for the project area based on type of retail and floor location. These estimates were then weighted to arrive at an overall blended retail sales per square foot estimate. Table 5-7 summarizes the blended estimate per square foot for Phase 1.





Table 5-7

Estimate of Blended Sales per Square Foot for Phase 1						
Phase 1 Retail	GLA	%	Per S.F. Estimate	Weighted Contrib. Estimate	2001 Inflation %	2001 Blended Estimate
1 st Floor	23,080	34%	\$1,072	\$367		
2 nd Floor	24,400	36%	\$ 425	\$154		
Restaurant	10,000	15%	\$ 583	\$ 86		
Showroom	10,000	15%	\$ 900	\$133		
Total	67,480	100%		\$740	2.3%	\$757.02

Source: Hospitality Advisors LLC

5.2.15.2 Phase 2 Market Impact Estimates

Hotel

Under Phase 2, three small hotels will be demolished to permit the development of the 891-room ~~Outrigger-Saratoga~~ hotel. Plans included designating the proposed hotel as an upscale Outrigger brand hotel. The hotel is conservatively scheduled to open in the beginning of 2010. After analyzing the overall and competitive market, the market estimates were developed for the ~~Outrigger-Saratoga~~ facility, as shown in Table 5-8.

Table 5-8

Estimate of Market Occupancy			
	Overall Market	Competitive Market	Outrigger-Saratoga Hotel
2010	82.5%	87.6%	65.0%
2015	83.0%	86.0%	78.0% 80.0%

Source: DBEDT, Hospitality Advisors LLC

The lower occupancy for the ~~Outrigger-Saratoga~~ H hotel reflects the first year of opening. The proposed hotel is expected to stabilize at ~~78~~ 80 percent in the fourth year after reopening. The occupancy is somewhat behind the competitive market due in part to on-beach locations several of the other competitive hotels enjoy. Table 5-9 details the estimate of the average daily rate for the proposed Saratoga hotel and the competitive market.

Table 5-9

Estimate of Average Daily Rate		
	Competitive Market	Outrigger-Saratoga Hotel
2010	\$163.26	\$130.50
2015	\$165.82	\$165.63

Source: Hospitality Advisors LLC





The above are stated in ~~1991~~ 2001 dollars. It is assumed that given the higher product profile of several of the competitive hotels, the ~~Outrigger~~ Saratoga hotel will perform in the mid-range of the group with respect to average daily rate. The on-beach orientation of some of the competitive hotels will also likely lead the ~~Outrigger~~ Saratoga facility to perform somewhat below its on-beach competitors. The estimated achieved room rate for the ~~Outrigger~~ Saratoga new hotel at stabilization is assumed to be 100 percent of the average daily rate for the competitive set. Room rates for the opening year for the hotel ~~is~~ are assumed to be discounted at \$130.50, then gradually increasing to the assumed stabilized average daily rate of \$165.63 by the fourth year after opening. The ~~analyses~~ analysis above estimates that the ~~Outrigger~~ Saratoga hotel will achieve an occupancy penetration rate of 90.8 percent of the competitive market at stabilization.

Retail

Phase ~~H~~ 2 includes the development of 30,200 square feet of retail. Of this, 13,000 square feet are to be used for hotel guest amenities, such as a spa, business center and sundry store. The remaining 17,200 square feet of retail is split between restaurant and Kālia Road frontage retail. Retail estimates for Phase ~~H~~ 2 are shown in Table 5-10.

Table 5-10
Estimate of Blended Sales per Square Foot for Phase 2

Phase 2 Retail	GLA	%	Per S.F. Estimate	Weighted Contrib. Estimate	2001 Inflation % (DBEDT)	2001 Blended Estimate
1 st Floor	7,500	44%	\$871	\$379.80		
Restaurant	9,700	56%	\$583	\$ 328.78		
Total	17,200	100%		\$708.58	2.3%	\$724.88

Source: Hospitality Advisors LLC

5.2.16 Fiscal Impacts

Probable Impacts & Mitigative Measures

The Waikiki Beach Walk project will generate significant fiscal benefits for residents of the islands, as well as for the City and County of Honolulu and State governments. Development of new and renovated facilities will generate employment and attributable income and tax revenue both in the short and long-term operations of the project. Further, operations of the new facilities are expected to generate positive permanent impacts including increased visitor-impacts arrivals, and employment opportunities, personal income and government revenue increases.

For the City and County of Honolulu, additional net operating revenues are projected at over \$2 million per year in 2015 and thereafter. New revenues could represent 3.7 times the new government operating expenditures required to support the additional population increases expected with the completion of this project.

For the State of Hawai'i, projected operating revenue is estimated at \$8.24 million per year by 2015. These revenues represent approximately 7.4 times the new State





government operating expenditures to support this project. A summary of these potential impacts are summarized is presented in Table 5-11.

Table 5-11 (DELETED)
Summary of Economic and Fiscal Impacts at Project Stabilization in 2015
(2001 Dollars, in Millions)

	<i>Comment</i>	<i>Direct Impacts</i>	<i>Total Impacts</i>
Annual visitor expenditures	<i>Same impacts for County and State, net additional over 2000</i>	\$83.29	\$142.43
FTE employment:			
Development-related	<i>Average annual 2002 to 2010</i>	260 to 270	630 to 650
Operations-related	<i>Annual, on-going</i>	495	853
Personal income:			
Development-related	<i>Includes wage, salaried & proprietary</i>		
Operations-related	<i>Average annual 2002 to 2010</i>	\$10.76 to \$11.17	\$21.26 to \$22.11
	<i>Annual, on-going</i>	\$12.21	\$27.48
In-migrant resident population:			
	<i>"Direct" - employees; "Total" - including dependents</i>		
To the City and County		10	20
To the State		5	10
Net additional government operating revenues:			
	<i>Operating revenues less operating expenditures</i>		
For the City and County		\$2.12	Not applicable
For the State		\$8.24	Not applicable
Revenue/expenditure ratio:			
	<i>For government operations</i>		
For the City and County		3.7	Not applicable
For the State		7.4	Not applicable

Source: Hospitality Advisors, LLC





Table 5-11 (FEIS Revised)
Summary of Economic and Fiscal Impacts at Project Stabilization in 2015
(2001 Dollars, in Millions)

	<i>Comment</i>	<i>Direct impacts</i>	<i>Total impacts</i>	<i>Report reference</i>
Annual visitor expenditures	<i>Same impacts for County and State, net additional over 2000</i>	\$84.02	\$143.67	<i>Exhibit H</i>
FTE employment:				
Development-related	<i>Average annual 2002 to 2009</i>	270 to 350	650 to 840	<i>Exhibit K</i>
Operations-related	<i>Annual, on-going</i>	509	876	<i>Exhibit M</i>
Personal income:	<i>Includes wage, salaried & proprietary earnings</i>			
Development-related	<i>Average annual 2002 to 2009</i>	\$11.17 to \$14.35	\$22.11 to \$28.35	<i>Exhibit L</i>
Operations-related	<i>Annual, on-going</i>	\$12.46	\$27.99	<i>Exhibit N</i>
In-migrant resident population:	<i>"Direct impacts" ~ employees; "Total impacts" ~ includes dependents</i>			
To the City and County		10	20	<i>Exhibit O</i>
To the State		5	10	<i>Exhibit O</i>
Net additional government operating revenues:	<i>Operating revenues less operating expenditures</i>			
For the City and County		\$2.04	Not applicable	<i>Exhibit W</i>
For the State		\$8.18	Not applicable	<i>Exhibit W</i>
Revenue/expenditure ratio:	<i>For government operations</i>			
For the City and County		3.4	Not applicable	<i>Exhibit W</i>
For the State		7.0	Not applicable	<i>Exhibit W</i>

Source: Hospitality Advisors, LLC

5.2.17 Traffic, Parking, and Loading

A traffic study was prepared for this project by Kaku Associates, Inc. and is included as Appendix K.

5.2.17.1 Traffic and Circulation Impacts

The following future traffic scenarios were analyzed for 10 study intersections for the a.m. peak hour (the one-hour period between 7:00 and 9:00 a.m.) and the p.m. peak hour (the one-hour period between 4:00 and 6:00 p.m.):

- **Year 2005 Cumulative Base Conditions** - This scenario projects short-term future traffic growth and operating conditions that could be anticipated from regional growth and related projects in the vicinity of the project site without consideration of the proposed project in the short term. The cumulative base conditions represent the No Action Alternative.





- Year 2010 Cumulative Base Conditions - This scenario projects longer-term future traffic growth and operating conditions than could be expected from regional growth and related projects in the vicinity of the project site, without consideration of the proposed project in the longer term.
- Year 2005 Cumulative Plus Project Conditions (Phase 1 of project) - This scenario identifies potential impacts of the project on projected short-term future traffic operating conditions with traffic expected to be generated by the proposed project added to the cumulative base traffic forecasts.
- Year 2010 Cumulative Plus Project Conditions (Phase 2 of project) - This scenario identifies potential impacts of the project on projected longer-term future traffic operating conditions with traffic expected to be generated by the proposed project added to the cumulative base traffic forecasts.
- Year 2010 Cumulative Plus Project Alternative Conditions (Phase 2 of project) - This scenario identifies potential impacts of the project on projected longer-term future traffic operating conditions with traffic expected to be generated by the proposed project added to the cumulative base traffic forecasts. This scenario examines the alternative of closing a portion of Lewers Street and is included in Section 7 of the DEIS.
- Year 2010 Cumulative Plus Project With BRT Conditions (Phase 2 of project) - This scenario identifies potential impacts of the project on projected longer-term future traffic operating conditions with traffic expected to be generated by the proposed project added to the cumulative base traffic forecasts with the assumption that the proposed BRT system is implemented by the City and County of Honolulu.

Cumulative Base Traffic Projections

The traffic volumes which represent future Cumulative Base conditions normally reflect growth in traffic over existing conditions from two primary sources: (1) growth in the existing traffic volumes reflecting the effects of overall regional growth and development outside the study area, and (2) traffic volumes generated by specific cumulative projects located within, or in the vicinity of, the study area.

Areawide Traffic Growth

Several sources of data were reviewed to assess the potential ambient growth rate that should be used to estimate the change in regional traffic from 2001 to 2005 and from 2001 to 2010. These sources include previous traffic studies, historical data compiled by the Hawai'i Department of Transportation, data from the OMPO regional travel demand forecasting model used for the preparation of the ORTP, and other regional traffic studies. The results of this investigation indicate that a growth rate of 1% per year would be an appropriate figure. Therefore, it is estimated that the ambient growth between the Existing Conditions Year 2001 traffic volumes and the Cumulative Base Year 2005 would be 4% and 9% for the Cumulative Base Year 2010 volumes.





Traffic Generated by Cumulative Development Projects

Traffic expected to be generated by specific development projects within, or with the potential to affect, the study area, were also considered in addition to the area-wide traffic growth. Research into recent development projects in the area identified 5 projects that are recently completed or under construction and are expected to add traffic to the study area streets. These projects include:

1. Lagoon Tower
2. Kālia Tower
3. Asia-Pacific Center
4. Waikikian Project
5. 2100 Kalākaua Project

The trip generation estimates for the 5 cumulative projects were obtained from recently completed traffic studies for projects in the vicinity of the study area (Waikikian Development Plan and King Kalākaua Plaza Phase II, Traffic Impact Report). The cumulative projects are expected to generate approximately 576 vehicles per hour (vph) during the morning peak hour, of which 366 vph would occur in the inbound direction and 210 vph in the outbound direction. During the afternoon peak hour, 905 vph would occur, of which 410 would travel in the inbound direction and 495 vph in the outbound direction.

The geographic distribution of traffic generated by developments such as those included in the list of cumulative projects ~~were~~ was obtained from recently completed traffic studies for projects in the vicinity of the study area.

Cumulative Base Traffic Volumes

Traffic volumes generated by the cumulative projects were added to the existing traffic volumes, which were first adjusted to reflect the 4% ambient growth to Year 2005 and 9% ambient growth to Year 2010. The Cumulative Base traffic volumes represent the future year peak hour traffic volumes without the project traffic for Year 2005 and 2010, respectively.

Analysis of Impact

Although the City and County of Honolulu has not established an officially adopted significance criteria for assessing the level of significance of project-related impacts on operating condition of intersections, it is recognized that the potential significance of a proposed project's impact is measured by either the change in the LOS to an unacceptable condition or the change in the average vehicular delay depending on the base LOS. If an intersection is operating at LOS D or better before the addition of project traffic, the project is considered to have a significant impact if it is projected to operate at LOS E or F after the addition of project traffic.

Phase 1 of the project is expected to result in a net reduction in traffic of 104 vph during the morning peak hour and 145 vph during the evening peak hour. Phase 2 of the project would result in a net increase of 287 vph during the morning peak hour and 293





vph during the evening peak hour. The completion of both phases would result in a net increase in traffic of 183 vph during the morning peak hour and 148 vph during the evening peak hour.

Table 5-12 summarizes the results of the analysis for Year 2010 Cumulative Plus Project conditions and indicates that none of the 10 intersections would be significantly impacted by the addition of Phase 1 and 2 of project traffic. All intersections will continue to operate at LOS D or better. Therefore, neither Phase 1 nor Phase 2 is projected to have an impact on the street system and no mitigation measures are recommended.

Related Traffic and Safety Issues

Several related traffic and safety issues were also assessed in the traffic study.

- Traffic operations at project driveway locations
- Impact of pedestrian activity on capacity and traffic operations
- Impact of service vehicles
- Impact of transit vehicles

Traffic Operations at Project Driveway Locations

There are a total of five project driveways planned within the study area. A capacity analysis was conducted for each of the driveway locations to assess potential capacity or operational problems. The results of the analysis indicates that each of the driveway locations is projected to operate at LOS D or better resulting in acceptable operating conditions at all locations.

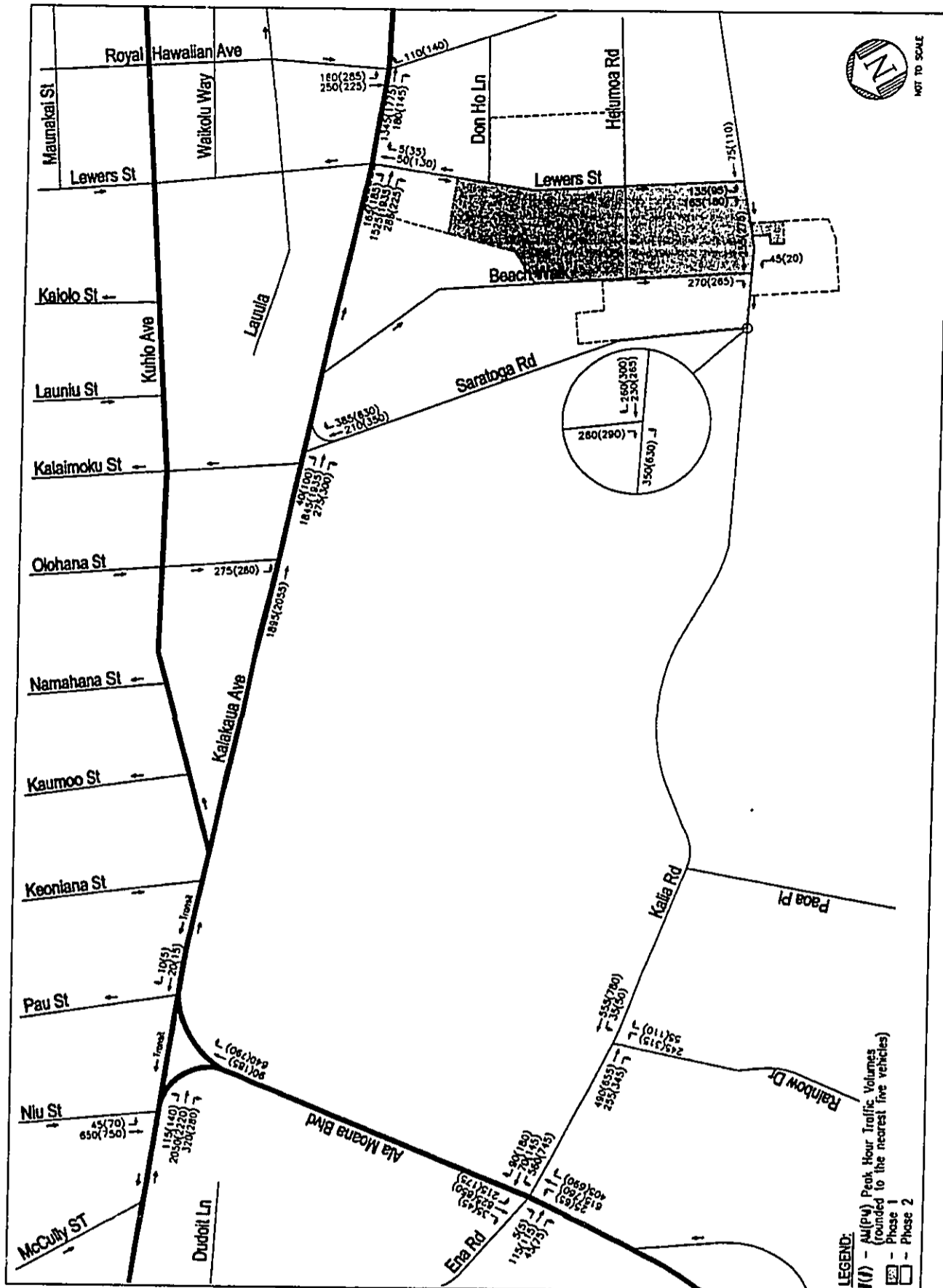
Pedestrian Activity

There are currently several locations in and near the project area that experience a significant volume of pedestrian activity. These include the intersections of Saratoga and Kalākaua, Beach Walk and Kalākaua, Lewers and Kalākaua, Lewers and Don Ho, Lewers and Helumoa, Lewers and Kālia, Beach Walk and Kālia, and Saratoga and Kālia.

The lane configurations and the traffic control plan at the intersections of Saratoga Road and Kalākaua Avenue and Saratoga Road and Kālia Road are such that the magnitude of the pedestrian activity does not significantly affect the capacity of the intersections. However, the pedestrians do tend to have an impact on the existing capacity of the other intersections. In most cases, the pedestrian activity affects the ability of vehicles to complete right-turns at these intersections. Because of the width, quality, and nature of the activities on the sidewalks along Lewers, Kālia and Beach Walk, many pedestrians do not stay on the sidewalks and use the roadways to walk. This has a significant impact on the capacity of these roadways.

The improvements included in the proposed action do not include measures that affect the operation of any of the streets or intersections. The most significant improvement proposed in the redevelopment is the revitalization and beautification of the sidewalks in the study area. These improvements will not only create a much more attractive and pleasant environment in the study area, but they also should have a direct positive





Year 2010 Cumulative Plus
 Project Phases 1 & 2 Peak Hour Traffic Volumes
 Waikiki Beach Walk

Figure 5-9



Table 5-12
Year 2010 Future Conditions
Peak Hour Levels of Service

INTERSECTION	PEAK HOUR	YEAR 2010 CUMULATIVE BASE			YEAR 2010 CUMULATIVE PLUS PROJECT PHASES I & II				
		V/C	Delay*	LOS	V/C	Delay*	LOS	Increase In V/C	Significant Impact
1. Ala Moana Bl./Niu St./Pau St. & Kalakaua Av.	AM	0.688	19	B	0.677	20	B	0.01	NO
	PM	0.771	22	C	0.782	23	C	0.01	NO
2. Ala Moana Bl. & Kalia Rd./Ena Rd.	AM	0.589	41	D	0.601	41	D	0.01	NO
	PM	0.710	44	D	0.719	44	D	0.01	NO
3. Rainbow Dr. & Kalia Rd.	AM	0.348	11	B	0.382	11	B	0.02	NO
	PM	0.465	11	B	0.478	11	B	0.01	NO
4. Olohana Av. & Kalakaua Av.	AM	0.428	10	A	0.439	10	A	0.01	NO
	PM	0.457	10	A	0.465	10	A	0.01	NO
5. Saratoga Rd./Kalaimoku Av. & Kalakaua Av.	AM	0.496	12	B	0.511	12	B	0.02	NO
	PM	0.824	16	B	0.636	18	B	0.01	NO
6. Saratoga Rd. & Kalia Rd. [1]	AM	0.414	10	A	0.535	12	B	0.12	NO
	PM	0.837	19	C	1.003	33	D	0.17	NO
7. Beach Walk & Kalia Rd. [2]	AM	n/a	11	B	n/a	12	B	n/a	NO
	PM	n/a	11	B	n/a	11	B	n/a	NO
8. Lewers St. & Kalakaua Av.	AM	0.367	3	A	0.360	3	A	-0.01	NO
	PM	0.472	6	A	0.463	6	A	-0.01	NO
9. Lewers St. & Kalia Rd. [2]	AM	n/a	10	A	n/a	10	A	n/a	NO
	PM	n/a	10	A	n/a	10	A	n/a	NO
10. Royal Hawaiian Av. & Kalakaua Av.	AM	0.417	13	B	0.425	13	B	0.01	NO
	PM	0.486	13	B	0.500	13	B	0.00	NO

Note:

* Delay indicates average stopped delay per vehicle in seconds

[1] Intersection is controlled by stop signs on all approaches.

[2] Intersection is controlled by stop signs on the minor approaches.

impact on the relationship between pedestrian activity and traffic capacity and operations. These improvements should result in a reduction in the number of pedestrians that use the roadway. Although these improvements will not affect the impact of pedestrian activity on completing right-turns at some intersections, the project does not include any measures that will worsen the existing conditions.

Impact of Service Vehicles on Traffic Circulation

One of the most apparent characteristics of the traffic conditions on the streets in this area of Waikiki is the number of service vehicles that park in on-street spaces to complete their deliveries and provide other services. This is true on Lewers Street, Kalia Road, Saratoga Road, and Beach Walk. This practice of service vehicles using the roadways to conduct their business is the most significant factor affecting the capacity





of the roadways in the study area. This activity also has a negative impact on traffic operations and safety.

The completion of the proposed action should result in a significant improvement in traffic operations and safety on the streets identified above. The proposed plan for each of the redeveloped and new facilities in the Outrigger redevelopment plan includes loading and service bays for service vehicles. The removal of the service vehicles should significantly increase the capacity of the street system, increase the efficiency of traffic operations, and eliminate many hazardous conditions that currently exist.

Impact of Transit Vehicles on Traffic Circulation

The proposed plan will not have any impact on the operation of the bus transit system. All existing bus lines are currently on Saratoga Road or Kalākaua Avenue. None of the planned improvements will have any impact on the operation of these routes. The proposed Bus Rapid Transit (BRT) system could be affected by the proposed plan with regard to the planned location of the transit center on Saratoga Road. A mutually beneficial improvement may result by coordinating the planning and design of the transit center on Saratoga Road between the City and County and Outrigger Enterprises.

Impact of Design Improvements to Beach Walk

The roadway improvements will be designed carefully so that they do not create any confusion or safety problems for the motorist. Access to the mauka-bound portion of Beach Walk will be limited to use by the hotel valets, and they would only have access via the hotel porte cochere driveway. All signs from the driveway would direct the general public to travel makai-bound on Beach Walk as currently required.

5.2.17.2 Parking

At the completion of Phase 2, the Outrigger Lewers/Saratoga properties will include about 646 painted parking spaces. In the new entertainment retail promenade and Saratoga Hotel, most of the parking will be tandem parking, requiring valet service. Some of the spaces are situated such that they can be used as self-park spaces.

With the licensing of 250 spaces in Fort DeRussy, the total painted parking supply for the Outrigger Lewers/Saratoga properties will be 896 spaces.

Parking for both the Phase 1 improvements and the Saratoga Hotel will be in a single floor, at -4 feet.

Table 5-12 shows future parking supply for the proposed project. Figures 5-10 and 5-11 show ~~stripped~~ striped and valet parking for the -4 and +4 levels (only Reef Towers has parking at +4 in future).

Valet Parking – Added and Aggressive

Table 5-13 shows that the parking supply can be increased to 1,000 spaces with an intensive valet program that goes beyond the tandem parking arrangements. An





aggressive valet program could readily add another 80 spaces to the site supply bringing the total parking supply to 1,080 spaces. Figures 5-10 and 5-11 also show aggressive valet spaces added to the stripped and regular valet spaces.

An "aggressive" valet program includes having additional valet staff on hand during specified hours or events. Parking is configured to maximize facility capacity while leaving adequate space to move vehicles in and out of the parking facility.

**Table 5-13
Future Parking Supply**

<i>On-Site</i>	<i>Painted Spaces</i>	<i>Added Valet</i>	<i>Painted + Added Valet</i>	<i>Aggressive Valet</i>	<i>Painted + Added Valet + Aggressive</i>
Outrigger Islander Waikiki	54	13	67	9	76
Ohana Reef Towers	106	20	126	24	150
Retail Promenade Complex	250	17	267	21	288
Saratoga Hotel	92	7	99	8	107
Reef On The Beach	144	47	191	18	209
On-Site Totals	646	104	750	80	830
<i>Off-Site - Fort DeRussy</i>	250		250		250
TOTALS	896	104	1,000	80	1,080

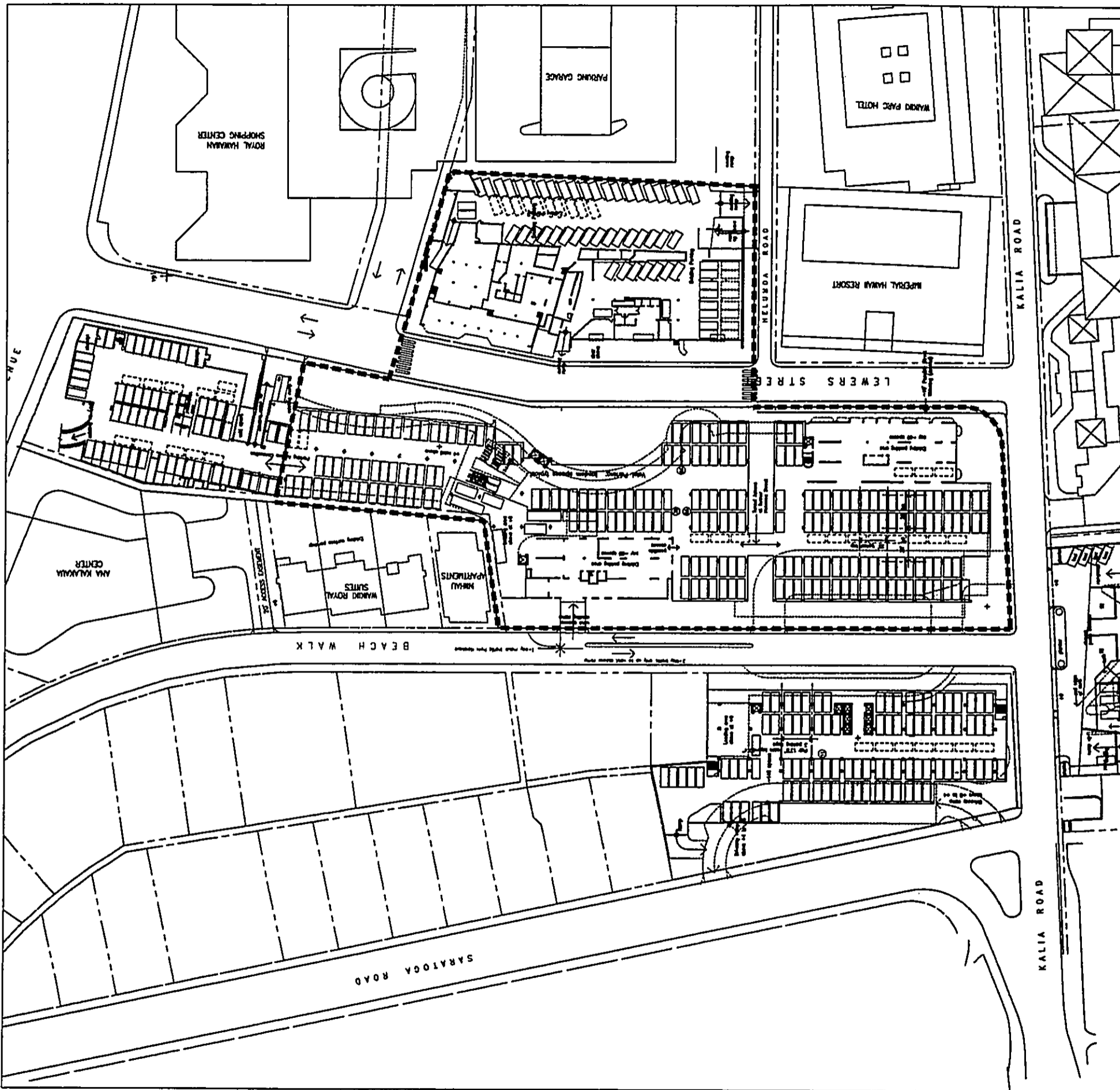
Projected Parking Demand

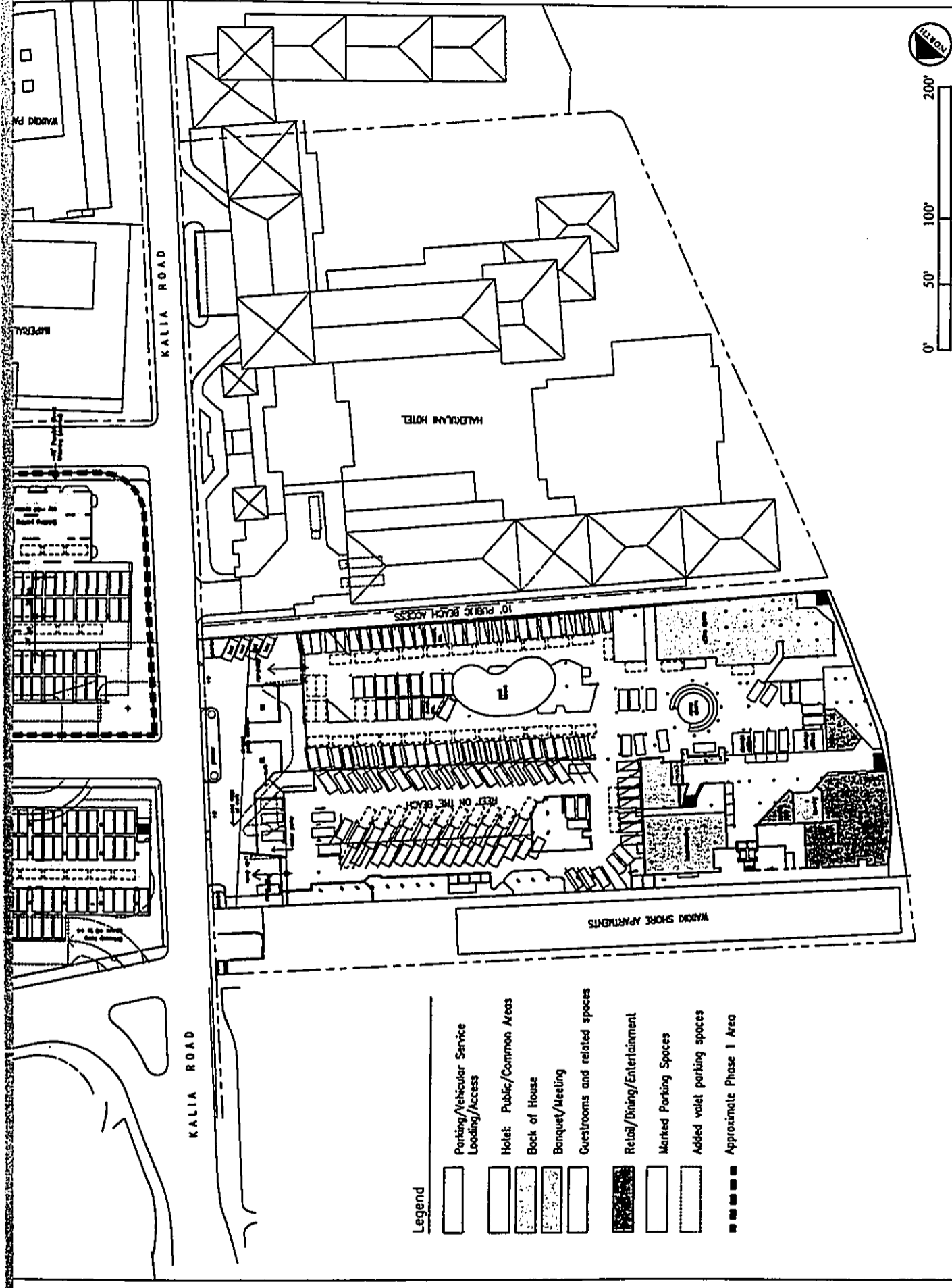
Parking demand is based on several key assumptions:

1. Tourism patterns are similar to today, with a busy July as the basis for projections.
2. No significant changes occur in car rental use by hotel guests, other than a small increase in average rental rates.
3. Occupancy of the hotels increases to an average of 70%.
4. The increase in parking is related to the increase in the number of rooms, as well as the increase overall in retail and meeting space square footage.

The increase in retail and restaurant square footage would probably lead to very small increases in parking demand, since most customers come from Outrigger or other nearby hotels.



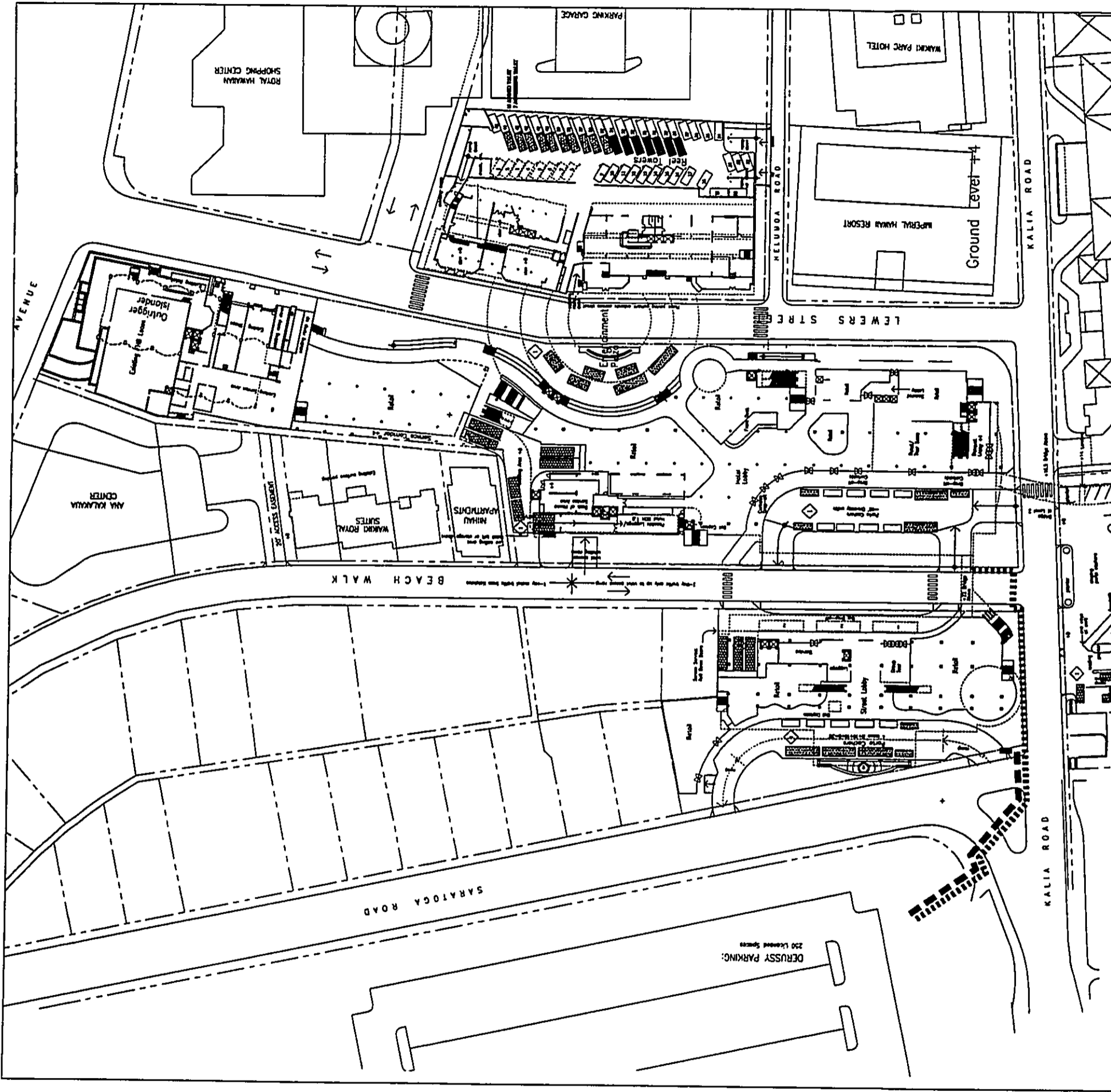


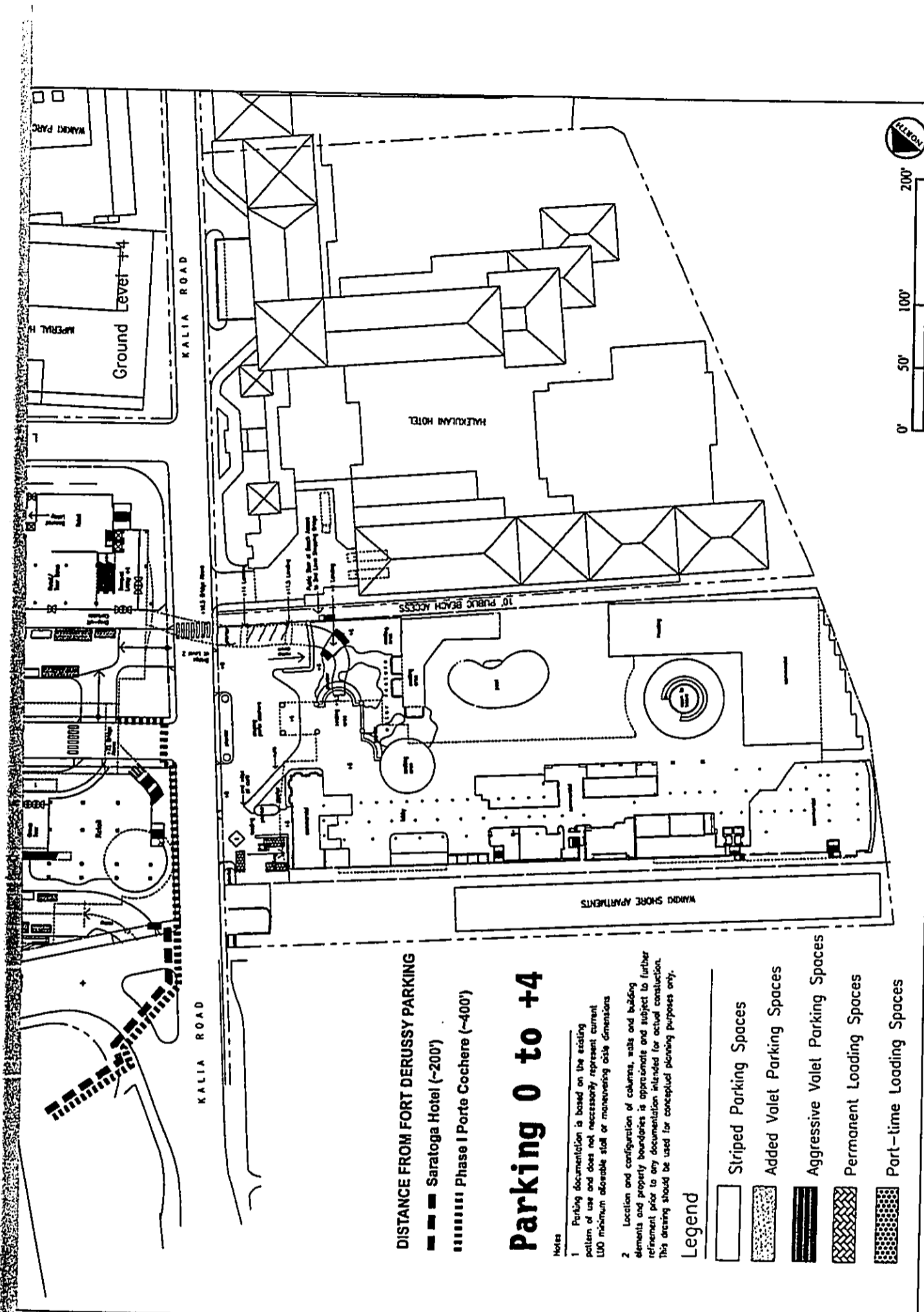


Proposed Striped and Added Valet Parking and Loading (~4 feet)

Waikiki Beach Walk

Figure 5-10





DISTANCE FROM FORT DERUSSY PARKING

- Saratoga Hotel (~200')
- ▨ Phase I Porte Cochere (~400')

Parking 0 to +4

Notes

- Parking documentation is based on the existing pattern of use and does not necessarily represent current LUO minimum allowable stall or maneuvering aisle dimensions.
- Location and configuration of columns, walls and building elements and property boundaries is approximate and subject to further refinement prior to any documentation intended for actual construction. This drawing should be used for conceptual planning purposes only.

Legend

- ▭ Striped Parking Spaces
- ▨ Added Valet Parking Spaces
- ▧ Aggressive Valet Parking Spaces
- ▩ Permanent Loading Spaces
- Part-time Loading Spaces

Proposed Striped and Added Valet Parking and Loading (+4 feet)

Waikiki Beach Walk

Source: TDA Inc.

Figure 5-11



Key factors in the demand projections include:

1. Hotel Guests: An average of 2 persons per room, with an average stay of 4 nights. Thirty percent of hotel guests rent a car as compared to the current conditions of 25%, creating an increased demand for parking demand.
2. Hotel Employees: Outrigger-class hotels will have employees at a rate of about 1 per 2 rooms. Ohana Hotels have lower employment rate, at about 1 employee per 3 rooms. Employment is based on total room count, not occupied rooms. Seventy percent (70%) of employees drive to work, with the remaining employees utilizing alternative methods of transportation.
3. Retail and Restaurant: These businesses experience several peaks throughout the day with an average density of 50 people per thousand square feet.
4. Meeting Space: Occupied at a density of about 20 square feet per person, with about 65% of the total space at use at a time.
5. Showroom: Demand projections based on 500 seats, with 85% of seats full, 30% of attendees driving with an average of 3 persons per vehicle. The remaining attendees utilize alternated modes of transportation.

Parking Demand - Typical

Table 5-14 shows parking demand by hotel and for the project area as a whole during median and peak demand periods. The typical weekday parking demand would be for 824 spaces with the proposed Phases 1 and 2 completed.

On weekends, median parking demand increases to about 901 spaces. These patterns reflect fluctuations in room use, more local use of restaurants and retail on weekends, showroom activity, and the occasional use of the meeting space for local events such as weddings and private parties. Weekends will be the period of highest peak demand. The peak parking demand during this time may be as high as 1,153 spaces.

A large local event could push ballroom/meeting space parking demand above the peak discussed in the previous subsection. This type of event might be a local wedding, awards dinner, or seasonal ball. In this case, parking demand associated with just the meeting/ballroom space could be as high as 290 vehicles. This would happen only occasionally. That type of occasional parking demand is best accommodated through planning and informing attendees where best to park, urging them to carpool, and making arrangements to park them at another Outrigger facility mauka of Kalākaua Avenue.





Table 5-14
Parking Demand by Hotel

Property	Median Demand	Peak Demand
Weekday		
Islander Waikīkī	34	39
Reef Tower	94	111
Reef On The Beach	188	208
Retail Promenade	249	308
Saratoga Hotel	259	278
<i>Total Demand</i>	<i>824</i>	<i>944</i>
Weekend		
Islander Waikīkī	37	41
Reef Tower	100	117
Reef On The Beach	210	236
Retail Promenade	281	459
Saratoga Hotel	273	300
<i>Total Demand</i>	<i>901</i>	<i>1,153</i>

Parking Code Requirements

The current City code requires parking as shown in Table 5-15.

Table 5-15
City and County of Honolulu LUO Requirements for Parking

Use	Rate	Required Spaces
Hotel Rooms	.25 spaces/room	834
Meeting Space	5 spaces per 1000 sf	105
Restaurant and Retail	1.25/1000 sf	231
Totals		1170

However, these parking requirements are for individual (free-standing) facilities. These take no reductions for shared parking, or for internalization. In resort settings, most restaurant patrons and retail shoppers are already in the hotel or a nearby hotel.

Parking Supply Compared to Code

Table 5-16 shows a comparison of code-required parking and the proposed supply. Although the proposed parking *supply* is less than required by code, a comparison with parking *demand* shows that parking can be accommodated for all but a few peak hours per week. For most hours of the week, parking supply will exceed demand.

Table 5-17 demonstrates that current actual parking demand is significantly lower than that required by code. According to the Land Use Ordinance, 956 spaces would be required for the existing properties. However, it has been demonstrated that the





existing parking supply is adequate to meet demand for Outrigger properties, with use of valet services during peak times.

**Table 5-16
Planned Parking Supply Compared to LUO Requirements**

	Code Required	Regular Parking	Additional Valet	Aggressive Valet	Excess or Deficit
Regular Parking Case	1,170	896			-274
Additional Valet Parking Case	1,170		1,000		-170
Aggressive Valet Parking Case	1,170			1,080	-90

**Table 5-17
Existing Parking Supply as Compared to LUO Requirements**

Type of Use	Amount	LUO Parking Factor		LUO Required Parking
Hotels	3,102 rooms	0.25	per room	776
Meeting Facility Space	3,570 SF	5	per 1,000 SF	18
Retail/Restaurant	129,940 SF	1.25	per 1,000 SF	162
Total				956
Existing Painted + Valet Supply				682
Parking Supply vs Code				-274

In fact, the ratio of code compared to actual demand will significantly improve with the project, as compared to today. Today, the parking supply with valet services represents 71% of code requirement. With the proposed project, parking supply will improve to 85% of code requirement with valet services. Aggressive valet services would improve the situation so that 92% of code requirement is available.

It is key to remember that actual demand is the more important determinant of need than code requirements. Code requirements are generalized standards that try to approximate parking needed for land uses in different areas. Specific projects and owners have different operating approaches, which can change real demand to higher or lower than code. Generally, city codes require more parking than demand, but many make exceptions for downtown areas. Downtown Honolulu is a good example of this





situation, where private developments are not required to provide parking. Parking demand is met partly with municipal parking facilities, with the remainder provided by developers strictly on the basis of their own determinations of how much parking is needed to make their projects viable.

Parking Management Plan

The following actions form the basis of a parking management plan intended to maximize use of existing parking in Waikiki and avoid overbuilding of parking that may go unused many hours of the day.

Valet Parking to maximize efficiency and supply: To maximize parking supply, most of the properties will use valet services. The Reef on the Beach, Reef Towers and Islander Waikiki may be able to allow self-parking during non-peak times. Yet a valet service, run by or managed by the parking operator, will maximize both efficiency of a scarce Waikiki resource and improve the guest experience.

Parking at Fort DeRussy. Outrigger is pursuing a license agreement with the operators of Fort DeRussy to lease 250 spaces within the existing parking lot at the corner of Saratoga Road and Kalia Street. As discussed above, this helps utilization in a large parking lot that today is less than half full. This is an excellent approach to maximizing efficiencies. This lot will most likely be used as parking for the nearest hotels (Saratoga and Reef On The Beach). Its proximity, though, makes it a reasonable peak parking location for those attending a function at the new ballroom or a performance in the new Edgewater Plaza, or visiting the restaurants and shops in the entertainment retail promenade.

Fort DeRussy parking may be either self-park or valet parked, depending upon the time of day and day of week. For self-parking, guests will probably drop off bags at their hotel porte cochere before parking.

Pedestrian Connections between parking and hotels: Accessing the Fort DeRussy lot requires crossing Saratoga. Without additional traffic control, it is unlikely that many pedestrians will walk to Kalia and Saratoga to cross at crosswalks. Crossing Saratoga can be difficult, due to the constant flow on Saratoga mauka-bound created by the all-way stop at the intersection.

Signalizing that intersection would create gaps in the traffic along Saratoga and make crossing easier and safer for pedestrians. This will be especially true with the bus rapid transit system. This is discussed further in a later section.

Analysis of Managed Parking and Parking Demand: Some Outrigger hotels have more parking supply on site than demand, and other have fewer spaces than demand. However, the total average parking demand can be met through sharing of facilities, and the proposed increase of parking supply through creation of new painted and valet-only spaces.





Information: Signage and other types of information are key in parking management. Often, retail businesses complain that there is not enough parking for their customers, when in fact there is plenty-an abundance of parking. But the parking may not be obvious to tourists and others who are unfamiliar with the area.

To maximize use of parking and reduce a perception of a parking crunch, the Waikiki Beach Walk property operators should:

1. Let hotel guests know beforehand where to park by providing written information or verbal information when confirming reservations).
2. Provide information to rental car companies about parking locations within the Waikiki. Request that this information is shared with visitors planning to stay in Waikiki
3. Provide web site information on where to park for hotels, restaurants and retail areas.
4. Keep employees informed about where people should park, so they can help guests and visitors find parking.
5. Provide consistent, highly visible and simple signage to direct drivers to parking.
6. Have parking operators work together so that drivers can be redirected immediately to another convenient lot if one is full. Other nearby Outrigger hotels could be included in this, to even further improve flexibility and efficiency of parking use.

Peak Parking Demand

Table 5-18 shows how most of the excess parking demand on weekend evenings can be mitigated through a more-an aggressive valet program (refer to Figures 5-10 and 5-11).

Peak parking demand can be met for all but 1 – 6 hours per week with the proposed parking painted supply and valet services. More aggressive valet services can absorb 136 of the 209 peak demand spaces that exceed the normal parking supply. The remaining 73 spaces of parking demand can be mitigated through several demand management measures.

The peak parking management plan centers on managing employee parking demand, since this is the group with which property owners can have the most direct and consistent contact. Potential demand management measures include:

1. Encourage employees that arrive after regular business hours to find available parking at nearby office buildings. If possible, make arrangements with one particular property owner and provide a shuttle bus if needed to and from that property.





2. Work with Royal Hawaiian Shopping Center to allow some employee parking there during peak times. Shopping center parking demand tends to peak early afternoon on weekends, dropping off quite a bit by evening.
3. Encourage employees to use transit or other modes when they have weekend evening shifts.
4. Subsidize transit passes for employees.
5. Provide employees with specific route and schedule information.
6. Encourage hotel guests not to rent cars for their entire stay in Waikiki. Let guests know that they can take a bus or limousine affordably from the airport, and then rent a car for the day in Waikiki (sometimes in their own hotel) when they wish to travel further afield.

Table 5-18
Peak Demand and Mitigation through Aggressive Valet

Weekday	Average		Peak		Peak Mitigation	
	Demand	Supply, Additional Valet	Demand	Supply, Additional Valet	Demand	Supply, Aggressive Valet
Islander Waikiki	34	67	39	67	39	76
Reef Tower	94	126	111	126	111	150
Reef on the Beach	188	191	208	191	208	209
Retail Promenade	249	267	308	267	308	288
Saratoga Hotel	278	99	278	99	278	107
Fort DeRussey		250		250		250
Totals	824	1000	944	1,000	944	1,080

Weekend	Average		Peak		Peak Mitigation	
	Demand	Supply, Additional Valet	Demand	Supply, Aggressive Valet	Demand	Supply, Aggressive Valet
Islander Waikiki	37	67	41	76	41	76
Reef Tower	100	126	117	150	117	150
Reef on the Beach	210	191	236	209	236	209
Retail Promenade	282	267	459	288	459	288
Saratoga Hotel	273	99	300	107	300	107
Fort DeRussey		250		250		250
Totals	901	1000	1,153	1,080	1,153	1,080





5.2.17.3 Loading

Loading – Code Requirements

Under the provisions of the City and County Land Use Ordinance, as a standard development, the proposed project would be required to provide 30 off-street loading spaces. However, the analysis presented below indicates that, with proper management, median and even peak future demand can be met with fewer spaces. Limiting the number of "full-time" loading spaces (i.e., the extent of the areas devoted exclusively to loading purposes) to what is required to meet the demand will be a key factor in revitalizing the area. Limiting the area devoted to off-street loading will be vital to the success of efforts to maximize the size and design quality of public spaces and the overall pedestrian experience to be offered by the project.

Loading Demand

Delivery activity is somewhat related to the number of rooms in a hotel. More importantly, it is related to restaurant, retail and meeting room activity at a site.

Hotels in and of themselves have little loading demand. Most of the deliveries in the project area are for specific dining and retail establishments, including those located within the project hotels. Most hotel deliveries occur in small vehicles and provide smaller-scale services, such as flower delivery vans, Fed Ex trucks, or laundry delivery vehicles.

As demonstrated through on-site observations, deliveries in the project area come primarily in small trucks, vans and pick-ups. These vehicles have similar space requirements and operating capabilities as private cars. Therefore, there is no need to build loading berths or areas to accommodate full-sized trucks. On the rare occasion when a larger vehicle arrives, it would be accommodated on the street or within a given hotel porte cochere. These kinds of deliveries tend to occur when the hotel is not busy, during late night or early morning hours.

Delivery Vehicle Demand

With the proposed project, overall loading demand could increase by approximately 54%. This is a conservative assumption, since it assumes the level of delivery activity is only related to the increase in meeting facility, retail and restaurant square footage.

Some reduction in demand could occur due to consolidation of deliveries and efficiencies. Right now, trucks dwell along Lewers, Kālia, Beach Walk and Saratoga, sometimes serving more than one facility per stop, but more often serving one hotel, moving a short distance, serving a storefront at another hotel, etc.

Table 5-19 summarizes median and peak delivery demand and compares it to the supply that will be provided under the proposed project plan.





Table 5-19
Future Delivery Space Median and Peak Demand vs. Supply

Median Future Demand	18
Median Supply	
Reef Towers - full-time	2
Reef on the Beach - full-time	3
New Saratoga Hotel - full-time	3
Retail Promenade - full-time	8
Porte Cocheres - part-time	10
<i>Total Supply - Median</i>	26
Peak Future Demand	28
Peak Supply	
Reef on the Beach - full-time	3
New Saratoga Hotel - full-time	3
Reef Towers - full-time	2
Retail Promenade - full-time	8
Porte Cocheres - part-time	10
Edgewater Plaza - part time	6
<i>Total Supply - Peak</i>	32

Delivery Vehicle Supply vs. Demand

Construction of the retail complex will allow for consolidation of delivery activity for the Waikiki Village, Waikiki Tower, Islander Waikiki and, to some degree, the Reef Towers, as well as for the shops and restaurants in the retail promenade. Eight off-street permanent delivery spaces will be provided in the retail promenade area. The Reef on the Beach already has three formal loading spaces. Similarly, the Saratoga Hotel will include three off-street delivery spaces. Two new, small loading spaces will be created at the Reef Towers, through conversion of parking spaces. This gives a total of 16 "full-time" or 24-hour off-street loading spaces

There are other areas within the project that can be reserved for off-street loading during peak demand times. This is because the level of use by the intended users of these areas is low during the early morning hours, when the peak demand for loading spaces occurs. The Edgewater Plaza can be opened to delivery vehicles before 9:00 a.m., and can accommodate up to 6 part-time delivery spaces if needed. Finally, the new project porte cocheres can be used part-time to accommodate 10 or more delivery spaces to accommodate any further overflow demand. This exceeds by 4 spaces the 6 additional spaces that are required to meet the total projected peak demand and by 2 spaces the existing LUO code requirements.

Unadjusted peak delivery demand would be for 35 spaces. However, with more sites able to be served in one delivery stop, a reduction on the order of 20% of demand is expected. This matches the percentage of delivery vehicles observed that park along





area streets but only deliver to non-Outrigger hotels, or serve both Outrigger and other hotels in one stop. This reduction is conservatively low, since it is based on an extremely inefficient system in place today. Once the management system is in place, a greater efficiency, and thus decrease in concurrent demand, can be expected.

Median demand of 18 spaces can be met through a combination of 16 permanent/full-time and 2 of the potential part-time delivery spaces in the new porte cocheres. The new Beach Walk and Saratoga porte cocheres can accommodate up to 10 loading spaces for all hours of the day, and 15 for most morning hours. (Porte cochere regular demand in the afternoon and evening is opposite delivery peak demand hours before noon).

These spaces will also be able to meet most of the peak demand. As noted, an additional 6 part time spaces can be provided in the Edgewater Plaza. The peak times for deliveries (before 9:00 a.m. on weekdays) matches the lowest time for pedestrian and non-delivery vehicle demand. This means using the Plaza is a good way to match the supply to highest peak demand.

These projections of demand are conservatively high. It is unusual for hotels to have delivery demand at this high of a rate. According to the Chambers Group, a hospitality consulting firm based in the Pacific Northwest, even convention/meeting hotels typically feature just two or three loading berths. Those berths are used for loading and unloading of convention set-ups. Food and beverage, laundry and miscellaneous deliveries, which tend to come in small vehicles, occur in parking garages, lay-bys or even on street.

Once the Outrigger project is complete and delivery management systems are in place, delivery logs and more observations will provide information the City can use to revise loading berth requirements in Waikiki. It may also show the wisdom of centralized, shared loading facilities, which may be a feasible approach for all of Waikiki.

Delivery Management Plan

Providing any additional delivery spaces would be detrimental to the project as a whole. Loading berths require both space for the vehicle and space for maneuvering. In the Edgewater Plaza area, maneuvering will occur within the site. This means the loss of usable square feet for the occasional times when deliveries are at their peak.

Using the Plaza for part-time demand avoids dedicating additional space for loading that would go unused except for very short periods of time. Providing additional, mostly unused loading areas would have a significant negative impact on efforts to redevelop and revitalize the area and add public amenities in this part of Waikiki.

To accommodate median demand, delivery vehicles would be directed to porte cocheres. To accommodate all peak demand, delivery vehicles will be allowed to use the paved area between Lewers Street and the sidewalk curving in front of the Retail Promenade. This loading area use would be restricted to use before 9:00 a.m., when pedestrian volumes are low.





In essence, the five properties will be sharing both delivery facilities and parking facilities. Without an effort at demand management, providing off-street spaces will be impractical and inefficient. Delivery drivers prefer to pull up the curb, unload quickly and then leave, without having to contend with entering a loading area, maneuvering and backing into a berth, and then maneuvering out upon completion of all deliveries.

If the delivery areas are not managed, drivers will continue to use Lewers Street and other streets for delivery stops. Even if the project would meet code requirements, it would not meet the parking and loading management objectives for Waikīkī, and would not significantly improve the pedestrian environment in the area.

The proposed plan involves a combination of enforcement of no loading zones, expanding no loading zones, providing an adequate supply of both reasonably convenient "full-time" delivery spaces and additional "part-time" areas for peak demand, and having a delivery management team that will make using the new off-street spaces as easy for delivery drivers as using the curb. This approach will allow all loading to be moved off the public streets, while minimizing the impacts of deliveries on the functionality, attractiveness and extent of public spaces and amenities. Improving public amenities is at the heart of the objectives of the Waikīkī Beach Walk project for the redevelopment of this area.

Buses and Taxis

Buses, taxis and limousines now park curbside, with the exception of those serving Reef on the Beach guests. The retail promenade (Phase 1 development) and Saratoga Hotel (Phase 2 development) will include three additional porte cochere facilities: one along Beach Walk that will serve the new entertainment retail promenade and meeting space, as well as the Waikīkī Village and Waikīkī Tower Hotels; and one along Saratoga Road. The Saratoga Hotel also has a separate bus porte cochere facilities facility along Beach Walk. These three new facilities could accommodate 20 or more vehicles at once.

Today's peak demand for buses/taxis is for 10 vehicles at a time, with an average demand for 5 vehicles. The small increase in room count will probably not translate to an increase in bus, taxi or private vehicle demand for the porte cocheres.

The proposed development will vastly improve the loading/unloading experience for guests and remove vehicles from the curbside, opening up area streets for better pedestrian flow and a more pleasant resort experience. Off-street passenger loading and unloading supply will exceed demand. Therefore, no issues are expected with regard to passenger loading and unloading with the proposed development. Further, the porte cocheres have excess capacity that could absorb any overflow delivery vehicle demand.





5.2.18 Utilities

Water Supply

The availability of water for the proposed project will be confirmed by BWS when the building permit for the project is submitted for review and approval. When water is made available for the project, the applicant will be required to pay BWS Water System Facilities Charges for resource development, transmission and daily storage. On-site fire protection requirements will be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department during the design phase of the project.

The State of Hawai'i Water System Standards for Planning, Materials, Construction and Standard Details (1985) was adopted by the four Counties for use in the design and construction of their respective water system facilities. Water distribution system adequacy is based on meeting demands for domestic consumption as well as flows required for fire protection. Section 8 of the Water System Standards relating to Water Requirements, stipulates the following regarding the capacity of the distribution system:

8.4 System Capacity. The capacity of the distribution system shall deliver the maximum daily demand simultaneously with the required fire flow.

The distribution system shall also deliver the peak hour flow (without fire flow).

Domestic Consumption

According to the Water System Standards, maximum daily demand for O'ahu is calculated by a factor of 1.5 over the average day (daily) demand and peak hour demand is defined as 3 times the average day demand. Average daily demand is correlated to land use zones in Table 15 - Domestic Water Consumption Guideline. For O'ahu, the following average daily demand rates would be applicable to the proposed uses of the Waikiki Beach Walk project:

<u>Zoning</u>	<u>Average Daily Demand</u>
Resort	350 gallons per unit or 4000 gallons per acre
Commercial	120 gallons per 1000 sq. ft.

Based on these rates, the existing 3,102 hotel units on the project site generate an average daily demand of 1,085,700 gallons per day (gpd) (3,102 units X 350 gpd/unit) as shown in Table 5-1820. Implementation of Phase 1 of the proposed project involves demolishing 436 hotel units within the project site, resulting in a reduction in average daily demand by 152,600 gpd (436 units X 350 gpd/unit). This reduction in demand would be offset by the development of 25,000 square feet of commercial space creating an average daily demand of 3,000 gpd (120 gpd X 25,000 square feet/1,000 square feet).





Thus, the net change in average daily demand in Phase 1 is a reduction of 149,600 gpd (152,600 gpd - 3,000 gpd).

Implementation of Phase 2 involves the demolition of 221 additional hotel units and the development of 891 new hotel units, resulting in a net gain of 670 hotel units. This would increase average daily demand within the project site by 234,500 gpd (670 units X 350 gpd/unit). Accounting for the reduction in average daily demand following Phase 1, the overall change in average daily demand from the existing condition would be an increase of 84,900 gpd (234,500 gpd - 149,600 gpd) or approximately 7.8 percent. Maximum daily demand would increase to 127,350 gpd (84,900 gpd X 1.5) and peak hourly demand would increase to 10,613 gph (84,900 gpd/24 hours X 3). Table 5-1820 summarizes the changes in domestic consumption demand resulting from the proposed project.

Fire Protection

According to the Water System Standards, flow requirements for fire protection on O'ahu is based on land use, as presented in Table 16 - Fire Flow Requirement. For the proposed project, the following land use would be applicable:

<u>Land Use</u>	<u>Flow¹/Duration²/Spacing³</u>
Hotels, small shopping Center, High Rise Apartment	2000/2/250

1. Rate of flow in gallons per minute (gpm)
2. Time, in hours, the required flow should be maintained
3. Distance, in feet, between fire hydrants

System Capacity

The overall adequacy of the existing distribution system to serve the proposed project relative to the projected domestic consumption demand and fire flow requirements stipulated in the Section 8.4 of the Water System Standards is as follows:

The capacity of the distribution system shall deliver the maximum daily demand simultaneously with the required fire flow.

The distribution system shall also deliver the peak hour flow (without fire flow).

Implementation of Phase 1 will reduce the maximum daily demand within the project site by 224,400 gpd. Assuming no flow restriction in the distribution system, this reduction in consumption demand will theoretically increase the flow available for fire protection by approximately 156 gpm (224,400 gpd/ 1,440 minutes/day) at the individual hydrants. Thus, to meet the minimum fire flow requirement of 2,000 gpm, existing hydrants will require a minimum flow of 1,844 gpm. According to flow data provided by the BWS all hydrants in the project site currently meet or exceed this requirement.





Implementation of Phase 2 will increase the maximum daily demand within the project site by 127,350 gpd. Assuming no flow restriction in the distribution system, this increase in consumption demand will theoretically reduce the flow available for fire protection by approximately 88 gpm (127,350 gpd/1,440 minutes/day) at the individual hydrants. Thus, to meet the minimum fire flow requirement of 2,000 gpm, existing hydrants will require a minimum flow of 2,088 gpm. According to flow data provided by the BWS, all hydrants in the project site currently meet or exceed the hydraulic requirement of 2,000 gpm at 20 psi residual pressure.

Implementation of Phase 1 will reduce the peak hour flow within the project site by 28,050 gph. This reduction in consumption demand would increase the flow available for fire protection by approximately 468 gpm (28,050 gph/ 60 minutes/hour). This increase would exceed the minimum fire flow requirement of 2,000 gpm, indicating that this requirement can be met by the existing system.

Implementation of Phase 2 will increase the peak hour flow within the project site by 15,918 gph. This increase in consumption demand would decrease the flow available for fire protection by approximately 265 gpm (15,918 gph/ 60 minutes/hour). To meet the minimum fire flow requirement of 2,000 gpm, the existing system should provide flows in excess of 2,265 gpm (2,000 gpm + 265 gpm). According to flow data provided by the BWS all except one hydrant in the project site currently exceed this requirement.

Based on this assessment, the existing distribution system has the overall capacity to meet the water requirements of the proposed project. Table 5-20 details the existing and future water demands for the hotel units within the project area. Hydrant spacing within the project site currently meets the minimum spacing standard of 250 feet.

Mitigative Measures

More detailed investigation and consultation with the BWS and the Fire Department will be conducted during the engineering design of the proposed project to determine specific requirements for domestic service connections, static pressure and on-site fire protection.

Wastewater Disposal

Probable Impacts

Wastewater volumes generated by the proposed project would be comparable to the volume of domestic water consumed with relatively minor losses to landscape irrigation and evaporation. Implementation of Phase 1 will reduce the existing rate of domestic water consumption. Therefore, the associated rate of wastewater generation would also be reduced. Based on the Water System Standards, implementation of the Phase 2 will increase the average daily demand for domestic water consumption by approximately 84,900 gpd or approximately 7.8 percent over existing conditions. Wastewater generation would increase by a comparable volume.





Table 5-20
Existing and Future Water Demands for Hotel Units

Hotel	Existing Room Count	Existing Water Demand (1) (gallons per day)	Proposed Room Count	Future Water Demand (gallons per day)
Hotels to Remain				
'Ohana Reef Tower	480	168,000	480	168,000
Outrigger Islander Waikiki	287	100,450	287	100,450
Outrigger Reef on the Beach	885	309,750	885	309,750
Phase I				
Edgewater Lanais	55	19,250	0	0
'Ohana Coral Seas	109	38,150	0	0
'Ohana Waikiki Village	442	154,700	409	143,150
Outrigger Edgewater	184	64,400	0	0
'Ohana Waikiki Tower	439	153,650	384	134,400
Phase 2				
'Ohana Reef Lanai	110	38,500	0	0
Malihini Hotel	10	3,500	0	0
'Ohana Royal Islander	101	35,350	0	0
New Outrigger Saratoga Hotel	-		891	311,850
	3102	1,085,700	3336	1,167,600

Notes: (1) Based on 350 gallons per unit or room count

With regard to wastewater treatment and disposal at the Sand Island WWTP, an average flow increase of 84,900 gpd would have negligible impact on the capacity of the plant. The Sand Island WWTP has an average flow design capacity of 82 mgd and presently receives an average flow of 68 mgd, indicating an available average flow capacity of 14 mgd.

Conveyance of wastewater at the Beach Walk WWPS would also be negligibly impacted by the additional 84,900 gpd of additional wastewater flow. The Beach Walk WWPS has an average flow design capacity of 15.7 mgd and presently receives approximately 11.36 mgd, indicating an available average flow capacity of approximately 4.3 mgd.

While the sanitary sewer system serving the project area has no recorded incidences of overflows or spills, the City's latest hydraulic models suggest that segments of some lines could, theoretically, be surcharged during severe wet-weather conditions. Of the surcharged lines identified, the 15-inch main along Lewers Street is a potential concern because it serves much of the project area. Its theoretical capacity appears to be limited by its low slope of 0.2 percent. Inasmuch as most of the sanitary sewer system serving the project site is not identified as surcharged, however, opportunities for developing engineering design solutions to accommodate the additional wastewater generated by the proposed project are available.





Mitigative Measures

Engineering design solutions will be developed through more detailed investigation of line capacities and consultation with the City Department of Environmental Services. If necessary, mitigative measures such as enlargement of existing lines, relief lines, or diversion of flows into lines with available capacity can be constructed to accommodate the proposed project. A sewer easement will be designated for the maintenance of existing City sewer lines and laterals in Helumoa Road. Access will be maintained to sewer lines in Lewers Street between Don Ho Lane and Helumoa Road.

Stormwater Drainage

Probable Impacts

The project site is presently fully developed with almost the entire area comprised of impervious surfaces. The few landscaped areas along the street frontage provide for some infiltration of rainfall. The proposed project will provide more landscaped open space than is presently available for rainfall infiltration and detention. By increasing the area available for infiltration, the volume of runoff discharged into the City's drainage system will be reduced. Appropriate channeling of runoff through open areas can increase infiltration and detain discharges, thereby decreasing the rate of runoff and reducing contributions to peak flows following heavy rainfall.

Mitigative Measures

While the existing sluggish street drainage condition that occurs when storm flows coincide with high tides may not be eliminated by increasing landscaped open space, measures to improve street drainage could be incorporated. For example, a grated trench drainage system to channel flows at the surface could maximize the difference in elevation to facilitate street drainage, as opposed to relying on underground systems at lower elevations. The Department of Planning and Permitting, City and County of Honolulu adopted the new Rules Relating to Storm Drainage Standards in January 2001. These new Rules updated the old City and County of Honolulu Storm Drainage Standards of March 1986, and addresses requirements for both storm runoff quantities for flood control as well as storm runoff quality. Compliance with these standards will be achieved based on further analysis during engineering design of the proposed project.

Gas

Gas service for the proposed project will be provided by GASCO. Any necessary off-site improvements required to provide this service without compromising the quality and reliability of service to its existing customers would be the responsibility of GASCO. Required project connections to service lines will be coordinated with GASCO to minimize any potential disruption of service in adjacent areas.





Power and Communications

In Phase 1 of the proposed project, electrical power demand in the project area may decline as a result of demolishing 436 hotel units, although this decline will be somewhat offset by the construction of 25,000 square feet of retail floor area. Completion of Phase 2 will likely increase electrical power demand above existing levels. As a public utility, HECO has a regulatory obligation as well as an economic interest in providing reliable electrical power to its customers. By initiating early consultation with HECO, any necessary accommodations in the vicinity of the project area can be made to service the proposed project.

At a regional level, HECO's proposed 138-kV transmission line connecting the Pūkele and Kamoku substations would assure more reliable electrical service for the entire region from Kāhala to Waikīkī. The transmission line would also have a secondary impact of increasing the capacity of the system to accommodate future growth in the region, including in Waikīkī.

Communication services for the proposed project will be provided by Verizon and Oceanic Cable. Any necessary off-site improvements required to provide this service without compromising the quality and reliability of service to their existing customers would be the responsibility of Verizon and Oceanic Cable, respectively. Required project connections to the communication service systems will be coordinated with the respective service providers to minimize any potential disruption of service in adjacent areas.





5.3 SUMMARY OF PROBABLE IMPACTS

5.3.1 Interrelationships and Cumulative Environmental Impacts

The planning and development of Waikiki Beach Walk is occurring at a time when multiple public and private entities are investing in the improvement of Waikiki. Examples of retail improvements include the new construction at ~~2001~~ 2100 Kalakaua and recently announced renovation plans at the Royal Hawaiian Shopping Center. At the Hilton Hawaiian Village, visitor units are being provided in the recently opened Kalia Tower and plans are underway to construct a new tower for timeshare units (Waikikian Development Plan). The City and County of Honolulu is also actively investing in Waikiki by improving streetscapes, beach areas, and park amenities.

With respect to the analysis included in this Environmental Impact Statement, major projects such as the recently-opened Hilton Hawaiian Village Kalia Tower, proposed Waikikian Tower, and the currently under construction 2100 Kalakaua retail project have been included in traffic, noise, air quality, economic impact, and social impact assessments. The traffic study also specifically studied the cumulative impacts of the project with the City's Bus Rapid Transit (BRT) plans.

With respect to the Kamoku-Pukele 138 kv line, the cumulative impact of development in areas served by the Pukele Substation, including Waikiki, has increased the number of residents, businesses and public services relying on electrical service provided by HECO. In the context of this cumulative demand, the demands associated with currently proposed developments in Waikiki are negligible. Nevertheless, they do represent incremental increases in demand for electrical service from the Pukele Substation and, in turn, underscore to the need for HECO to provide more reliable service, which is the basis of HECO's proposal for the 138 kv line.

As public and private amenities continue to revitalize Waikiki, visitors and local residents alike will rediscover the destination. Increases in vehicular and pedestrian traffic that may result ought to be managed through individual management plans as well as area-wide policies. Individual owners and operators, organizations such as the Waikiki Business Improvement District (BID) and government agencies will all play a role in shaping a Waikiki that is unique, attractive, and safe.

5.3.2 Potential Secondary Effects

Improvement of this area of Waikiki will help improve the image of Waikiki as a whole for visitors and residents. The creation of open space, native landscaping, and outdoor entertainment may encourage nearby businesses to take similar measures to restore some of the uniqueness to Waikiki.

Construction activity during both phases will generate direct employment as well as indirect and induced employment in construction-related industries. In the long term,





additional retail and hotel space will require additional employees as well as additional goods and services from visitor industry businesses.

5.3.3 Relationship Between Local Short-term Uses of the Environment and the Maintenance and Enhancement of Long-term Productivity

- *Narrowing of the range of beneficial uses of the environment;*

The project area has been developed as a tourist destination since the 1950s. The Waikiki Beach Walk project does not propose a change in land use or a narrowing of the range of beneficial uses of the environment. Instead, it proposes a revitalization of existing facilities and the replacement of aged facilities with new hotel rooms, retail areas, and a central open plaza.

- *Long-term risks to health and safety;*

The proposed project will not create long term risks to health and safety. Several older buildings, containing hazardous materials, will be demolished to make room for new facilities. Hazardous materials will be disposed of properly prior to demolition.

- *Foreclosure of future options;*

Generally speaking, the Waikiki Beach Walk project, which continues the existing land use pattern, does not foreclose future options available today. The abandonment of Helumoa Road between Lewers Street and Beach Walk and subsequent construction of four levels of hotel-related space will negate future use of the roadway for vehicle and pedestrian traffic.

- *Trade-offs among short-term and long-term gains and losses.*

The short-term inconveniences caused by construction activity include the closure of businesses and hotel rooms, increased noise and dust, and increased traffic due to construction vehicles. Once construction is complete Waikiki will have a new gathering place, upgraded buildings, and an improved traffic and pedestrian circulation pattern with fewer on-street loading activity. These long-term benefits outweigh the relatively short-term losses anticipated during construction.

5.3.4 Irreversible and Irretrievable Commitments of Resources

The construction and operation of the planned new improvements will involve the irretrievable commitment of fiscal resources, labor, construction materials and energy. There will be a permanent commitment of funds and resources to plan, design, construct and operate the facilities. ~~Planning, design and construction~~ Construction costs are estimated at \$130 million for Phase 1 and \$170 million for Phase 2.





5.3.5 Adverse Environmental Effects That Cannot be Avoided

Implementation of the project will produce unavoidable affects in the short and long term. Short-term effects are generally associated with construction, and prevail only for the duration of the construction period. Long-term effects generally follow completion of the improvements, relate either to their existing of to their operations, and are permanent. Effects that can be considered both adverse and unavoidable are as follows.

Unavoidable Adverse Short-Term Effects

- Temporary increases in soil erosion will result from construction operations, and small amounts of soil and dust may be carried beyond construction sites in surface runoff water.
- Existing businesses within the construction limits will be closed during demolition and construction activities.
- Unavoidable, but temporary, noise impacts may occur during the demolition and construction activities within the project area, and particularly during the demolition and excavation activities on the project site.
- Construction activities are expected to generate short-term impacts to air quality primarily from fugitive dust emissions.

Traffic impacts from construction activities would be expected to occur as the result of the three following types of activities:

- Increases in truck traffic associated with removal and redistribution of excavation spoil or with imported fill materials and delivery of construction materials;
- Increases in automobile traffic associated with construction workers travelling to and from the site; and
- Reductions in existing street capacity from temporary lane closures necessary for the construction of project facilities, roadway improvements, utility relocation and drainage facilities.

These traffic impacts may be offset by the decline in private and service vehicles associated with the closure of guest rooms, retail operations.

Unavoidable Adverse Long-Term Effects

- Existing landscaping will be displaced for new construction. Where practical, mature trees will be transplanted on site.
- Some existing businesses will not be re-opened in the new retail areas.





- An increase in hotel rooms and landscaped areas will result in an increase in water consumption, wastewater disposal, and solid waste generation.

5.4 UNRESOLVED ISSUES

- The City and County of Honolulu has been studying transit routes for urban Honolulu, including Waikīkī. The alignment of the Bus Rapid Transit (BRT) route, location of transit stations, and impact to traffic conditions are not finalized. The Traffic Impact Assessment (Appendix K) prepared for this Draft EIS current BRT plans.
- ~~The City and County of Honolulu has discussed the concept of developing satellite parking facilities to improve traffic congestion within Waikīkī. No final plans have been adopted concerning the locations, capacities, and operations of such facilities.~~ Integration of Waikīkī Beach Walk project with potential public parking initiatives currently under consideration by the Honolulu City Council. While Outrigger generally supports the concept of a Waikiki Parking District as proposed under Bill 72 (2001), it is understood that the bill is currently undergoing substantial revision by the City Council's Transportation Committee. Outrigger reserves comment on the measure pending review of these changes.
- The Primary Urban Center Development Plan is undergoing revisions and is to be published for public review. This EIS addresses the proposed action as it relates to the existing, adopted PUC Development Plan (Section 6).
- Acquisition of fee interest in the remaining parcels as described in Section 1.3.
- Determination of whether or not Conditional Use Permits will be required for Joint Development and Off-Site Parking.
- The Board of Water Supply has confirmed that the existing off-site water system is presently adequate to accommodate the project. The future availability of water will be determined when the Building Permit applications are submitted for approval.



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Section 6.0

RELATIONSHIP TO STATE OF HAWAII AND THE
CITY & COUNTY OF HONOLULU LAND USE
POLICIES & CONTROLS



6.0 RELATIONSHIP TO FEDERAL, STATE, AND CITY AND COUNTY OF HONOLULU LAND USE PLANS, POLICIES AND CONTROLS

6.1 OVERVIEW

An important consideration in evaluating the potential impacts of a proposed action on the environment is how it may conform or conflict with approved or proposed land use plans, policies and controls for the affected area. In addition to State of Hawai'i policies and controls, the EIS looks specifically at Federal regulations regarding coastal zone management issues. This chapter of the EIS will discuss application of the project to the City and County of Honolulu's General Plan, the Primary Urban Center Development Plan, applicable provisions of the Land Use Ordinance, the Waikiki Special District Design Guidelines, and Special Management Area guidelines.

6.2 FEDERAL PLANS AND CONTROLS

In 1972, the Federal government enacted the Coastal Zone Management Act to protect and preserve the natural resources, land and water uses of the coastal zone. This process is achieved by providing assistance to coastal states, including Hawai'i, to develop and manage Coastal Management Programs. Enforcement authority for the Federal Coastal Management Program (Public Law 104-150, as amended in 1996) has been delegated to the State of Hawai'i (Hawai'i Revised Statutes (HRS), Chapter 205A).

6.3 STATE OF HAWAII PLANS AND CONTROLS

This section assesses how the proposed project addresses and adheres to the applicable goals, objectives and policies of the Hawai'i State Plan, HRS, Chapter 226 (1996) and functional plan policies, as well as compliance to State designated land use.

6.3.1 State Land Use Districts

Under the HRS, Chapter 205, all lands of the State are to be classified in one of four categories: urban, rural, agricultural, and conservation lands. The State Land Use Commission (LUC), an agency of the Department of Business, Economic Development, and Tourism, is responsible to set the standards for determining the boundaries of each district (HRS, Chapter 205-2(a)). The LUC is also responsible to administer all requests for district reclassifications and/or amendments to district boundaries, pursuant to HRS Chapter 205-4 and the Hawai'i Administrative Rules, Title 15, Chapter 15 as amended.

Discussion: The proposed Outrigger Beach Walk project is situated within the urban district. The appropriate uses and activities of the urban district are enumerated in the ordinances and regulations of the City and County of Honolulu, and are discussed in further detail in section 6.4.2.





6.3.2 Hawai'i State Plan

In order to insure that individuals and groups make steps toward attaining desired levels of self-reliance and self-determination, it is the goal of the State, under the Hawai'i State Planning Act (HRS, Chapter 226), to achieve the following:

- (1) A strong, viable economy, characterized by stability, diversity, and growth, that enables the fulfillment of the needs and expectations of Hawai'i'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 Hawai'i, that nourishes a sense of community responsibility, of caring, and of participation in community life (HRS, Chapter 226-4).

The objectives and policies of the State Plan that are pertinent to the Outrigger Waikiki Beach Walk project are discussed below.

A) Population

The objective in planning for the State's population is to guide population growth to be consistent with the achievement of physical, economic, and social objectives. In order to achieve the population objective, it is the policy of the State to:

- Promote increased opportunities for Hawai'i's people to pursue their socio-economic aspirations throughout the islands (HRS, Chapter 226-5).

Discussion: The Outrigger Waikiki Beach Walk project represents a homecoming of sorts for Outrigger Enterprises, Inc. The historical legacy of Outrigger has its beginnings with the opening of the Edgewater Hotel in 1951, the second hotel built by the founders of Outrigger, Roy and Estelle Kelly, and located within the heart of the Beach Walk redevelopment area. In recent years, expansion of Outrigger Enterprises extended throughout the Pacific, with managed properties in Australia, Guam, Marshall Islands, and most recently Fiji.

The Waikiki Beach Walk project is part of Outrigger's continuing effort to emphasize reinvestment within the State of Hawai'i. In recent years, Outrigger Enterprises, Inc. has acquired several island properties including the Outrigger Waikoloa Beach Hotel, on the island of Hawai'i as well as the Outrigger Wailea Resort, on the island of Maui. The vision of the Waikiki Beach Walk project is to encourage opportunities that allow people to pursue their socio-economic aspirations.

The design of the project includes an entertainment retail center that will celebrate local tradition and culture, promoting a welcoming invitation for visitors and residents alike. Upon completion,





the project area will serve as a gathering place, filled with an assortment of retail shops and entertainment venues.

The Waikiki Beach Walk project is a conscious commitment to the future of Waikiki. The project effectively integrates the use of open space, accenting the tropical and natural beauty of Hawai'i, while creating a built environment that maintains a Hawaiian sense of place. The project will create a venue that appeases the senses, with an emphasis on showcasing Hawaiian arts and music in addition to celebrating the diversity of other cultures that give breath to our island community.

B) General Economy

The objectives for planning the State's economy include increasing and diversifying employment opportunities to provide a better economic quality of life for Hawai'i's people. It is also the objective of the State to create a diversified economic base that is not overly dependent on a few industries, and includes the development and expansion of industries on the neighbor islands. It is the policy of the State to:

- Promote Hawai'i as an attractive market for environmentally and socially sound investment activities that benefit Hawai'i's people.
- Seek broader outlets for new or expanded Hawai'i business investments.
- Expand existing markets and penetrate new markets for Hawai'i's products and services.
- Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.
- Promote and protect intangible resources in Hawai'i, such as scenic beauty and the aloha spirit, which are vital to a healthy economy (HRS, Chapter 226-6).

Discussion: The Waikiki Beach Walk project will be developed in two phases, with Phase 1 beginning in 2003 costing approximately \$130 million. Phase 2 is projected to begin in 2006 with an estimated cost of \$170 million.

The project involves an incremental phase-cut and demolition of Outrigger's older hotels that no longer adequately serve the needs and expectations of Hawai'i's visitors. The project area will also involve a simultaneous redevelopment of the area into a new hotel-retail-mix-use destination with vibrant, new public spaces. The hotels that are not subject to demolition will undergo substantial upgrades and then be integrated into the design of the new facilities and surroundings. The overall construction activity of the project remains consistent with state growth objectives.

The overall design and implementation of the Waikiki Beach Walk project will serve to transform the Lewers Street area into a distinct destination area, welcoming visitors and residents alike. The





design of the new property will include amenities that offer better value and service to Hawai'i's visitors and residents, thus expanding the wide range of business opportunities in Waikiki. The project does not distract from objectives aimed at diversifying the economic base in Hawai'i. Rather, it strengthens the overall viability of Waikiki itself as a resort destination in the global market while encouraging the expansion and growth of local businesses, products, and services.

C) Visitor Industry Economy

It is the objective of the State to create and maintain a visitor industry that constitutes a major component of steady growth for Hawai'i's economy. It is the policy of the State to:

- Ensure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people.
- Improve the quality of existing visitor destination areas.
- Foster an understanding by visitors of the aloha spirit and of the unique and sensitive character of Hawai'i's cultures and values (HRS, Chapter 226-8).

Discussion: The Waikiki Beach Walk project is a \$300 million investment into the future viability of Waikiki. The project represents over a decade of effort on the part of Outrigger to redevelop an area that is in need of vast improvements.

Due to its location, magnitude, and scale, the Waikiki Beach Walk project will serve as a catalyst for the larger district. And, it will do so in a fashion that embraces and enhance the unique culture and traditions of Hawai'i and her people.

D) Physical Environment: Land Based, Shoreline, & Marine Resources

It is the objective of the State to make prudent use of Hawai'i's land-based, shoreline, and marine resources as well as to establish effective measures to protect Hawai'i's unique and fragile environmental resources. It is the policy of the State to:

- Take into account the physical attributes of areas when planning and designing activities and facilities (HRS, Chapter 226-11).

Discussion: The design's intent of the project is to ensure that everything that one sees, hears, touches, smells and tastes in the revitalized area will tell you that you are in Hawai'i.

E) Physical Environment: Scenic, Natural Beauty, & Historic Resources

In protecting and maintaining the natural resources of the State, it is the objective of the State to enhance Hawai'i's scenic assets, natural beauty, and multi-cultural/historical resources. It is the policy of the State to:





- Protect those special areas, structures, and elements that are an integral and functional part of Hawai'i's ethnic and cultural heritage (HRS, Chapter 226-12).

F) Physical Environment: Land, Air, & Water Quality

It is the objective of the State to maintain and improve the quality of Hawai'i's land, air, and water resources as well as to create greater public awareness and appreciation of Hawai'i's environmental resources. It is the policy of the State to:

- Encourage urban developments in close proximity to existing services and facilities (HRS, Chapter 226-13).

Discussion: The project indirectly supports these policies by promoting compact urban development and renewal efficient use of existing infrastructure and services, thereby preserving the pristine nature of Oahu's rural areas. Additionally, those areas, structures, and elements that are an integral and functional part of Hawai'i's cultural heritage, specifically areas outside of the urban core are left untouched.

G) Socio-Cultural Advancement: Leisure

It is the objective of the State to adequately provide resources to accommodate diverse cultural, artistic, and recreational needs for present and future generations. It is the policy of the State to:

- 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.
- Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance.
- Increase opportunities for appreciation and participation in the creative arts, including the literary, theatrical, visual, musical, folk, and traditional art forms.
- Encourage the development of creative expression in the artistic disciplines to enable all segments of Hawai'i's population to participate in the creative arts (HRS, Chapter 226-23).

H) Socio-Cultural Advancement: Culture

It is the objective of the State to enhance the cultural identities, traditions, values, customs, and arts of Hawai'i's people. It is the policy of the State to:

- Foster increased knowledge and understanding of Hawai'i's ethnic and cultural heritages and the history of Hawai'i.





- Support activities and conditions that promote cultural values, customs, and arts that enrich the lifestyles of Hawai'i's people and which are sensitive and responsive to family and community needs.
- Encourage the essence of the aloha spirit in people's daily activities to promote harmonious relationships among Hawai'i's people and visitors (HRS, Chapter 226-25).

Discussion: Waikiki Beach Walk will be a celebration of Hawai'i and its multi-cultural heritage. This project will seek to perpetuate and preserve Hawaiian culture and arts through the creation of the Hawaiian Music Preservation Hall, including associated programs developed for events staged at the Edgewater Plaza. While grounded in the host culture, it will also serve as a premier venue for multi-ethnic cultural events, artistic demonstrations, and performances.

6.3.3 State of Hawai'i Functional Plans

Part of the overall Hawai'i State Plan system is the development of State Functional Plans, which are approved by the Governor. While the Hawai'i State Plan establishes long-term objectives for Hawai'i, the purposes of the Functional Plans are to identify major statewide concerns, define current strategies for the functional area, and to provide strategies for departmental policies, programs, and priorities. The Functional Plans are designed to address issues pertaining to physical resource needs and development and are discussed below.

State Tourism Functional Plan

The State Tourism Functional Plan focuses on issues that are critical in maintaining a competitive edge in the global market. The overview of the plan includes objectives and potential implementing actions regarding issues of growth, physical development, environmental and cultural resources, community and visitor relations, career development, and marketing strategies. The applicable objectives, the associative policies, and recommended implementing actions that are applicable to the Waikiki Beach Walk project are discussed below.

Objective (1): Development and maintenance of well-designed visitor facilities and related developments, which are sensitive to the environment, neighboring communities, and are adequately serviced by infrastructure and support services.

Policy: Encourage the development of hotels and related facilities within designated visitor destination areas with adequate infrastructure and support services.

Implementing Action: Ensure that all proposed tourism development projects conform to the following guidelines:

- a) cluster hotels and resort condominium developments to provide open spaces and promote energy conservation;





- b) use regional sewerage systems rather than individual private systems;
- c) ensure adequate infrastructure, support systems, and labor supply;
- d) ensure a mix of visitor accommodations including full service hotels;
- e) ensure setbacks from the shoreline for access which facilitates and encourages public use of those areas;
- f) provide for an adequate number of affordable dwelling units to accommodate employee households;
- g) minimize loss of public recreational opportunities;
- h) minimize environmental impacts from marinas; and
- i) reflect the Hawaiian motif and environment.

Discussion: The Waikiki Beach Walk will significantly improve existing urban conditions within the project area. The proposed renovations and redevelopment efforts include ~~redesigning the development of new and upgrading of existing hotel and parking infrastructure, creating new facilities such as off-street loading/unloading spaces, and integrating new support services like the Hale Aloha Visitor Center.~~ In all phases of project implementation, mitigation strategies will be pursued to minimize any potential short- and long-term adverse impacts.

Objective (2): Enhancement of respect and regard for the fragile resources, which comprise Hawai'i's natural and cultural environment.

Policy: Preserve cultural authenticity as much as possible in commercialized and tourist-oriented presentations.

Implementing Action: Develop and maintain a Cultural Tourism Program with the following goals and objectives:

- a) Ensure that tourism experiences enhance or perpetuate authentic culture and do not degrade, misrepresent, or cause decline of the culture of Hawai'i;
- b) Offer cultural incentives and experiences as part of the tourism product, especially for the repeat visitor and/or more cosmopolitan visitor, interested in the various cultures of Hawai'i;
- c) Use tourism to provide employment opportunities especially in the performing arts and other cultural activities;
- d) Encourage the development of income-generating activities; and
- e) Stimulate an awareness of Hawai'i's culture among the visitor industry work force.

Discussion: The Waikiki Beach Walk will serve as a premier venue in Waikiki for a variety of cultural events, artistic demonstrations, and performances that perpetuate the Hawaiian culture, and also showcase Hawai'i's diverse cultural heritage.

The proposed project will include a Hawaiian Music Preservation Hall, designed to promote the unique historical significance and influence, and continuing evolution of Hawaiian music and dance. This facility will be programmatically linked to on-going activities at the Edgewater Plaza. These services will offer a variety of cultural experiences to visitors while providing employment opportunities for on-site staff as well as performing art practitioners. Additionally,





the project will include a resource center, the Hale Aloha Visitor Center, which will provide a variety of hospitality information and assistance services.

Hawai'i Tourism Authority: Due to a stagnant economy over a period of seven years, many of the State Tourism Functional Plan's implementing actions were not achieved. This became the catalyst for the Legislature and Governor Benjamin Cayetano to establish the Hawai'i Tourism Authority (HTA) in 1998. Under Act 156, SLH 1998, the HTA was established as a part of newly crafted system of governance for tourism development and marketing. The HTA is a 13-member cabinet level executive board comprised of representatives from all sectors of the visitor industry, the business community, the general public, and all of the counties.

As an independent agency administratively attached to the Department of Business, Economic Development and Tourism (DBEDT), the HTA responsibilities include the development and implementation of the State's Tourism Marketing Plan. The HTA also has the responsibility to oversee a tourism fund of \$50-60 M, emanating from 2.7% of the Transient Accommodations Tax (TAT). The strategic initiatives of the Draft HTA Strategic Plan include:

- a) Being a strong advocate for investments in infrastructure and support services to strengthen tourism and enhance resident quality of life, particularly the revitalization of Waikikī and other key tourist destination areas.
- b) Developing new tourism events, experiences, and attractions relating to agriculture, culture, education, health and wellness, nature, sports and technology to complement Hawai'i's traditional resort product and assist in overall economic diversification.
- c) Increasing promotional presence and brand identity to more globally competitive level to optimize performance in each major market area.

Discussion: Outrigger Hotels & Resorts is recognized as a major travel industry leader in hotel and resort management. The Waikikī Beach Walk project is indicative of this fact. In seeking to revitalize a major segment of Waikikī and promoting the development of new attractions and experiences, the Waikikī Beach Walk project is in keeping with the strategic framework of the HTA Plan.

6.3.4 Coastal Zone Management Act, Hawai'i Revised Statutes, Chapter 205A

The Coastal Management Program (CMP) is a comprehensive state plan that establishes and enforces standards and policies to guide the development of public and private lands within the coastal areas. In the State of Hawai'i, the CMP is articulated in the State Coastal Zone Management (CZM) Law (Hawai'i Revised Statutes, Chapter 205A). The Hawai'i CZM Law charges the counties with designating and administering Special Management Areas (SMA) within the State's coastal areas. Any "development", as defined by the CZM Law, that is located within the SMA requires a SMA Use Permit. The relationship of the Waikikī Beach Walk project to the City and County of Honolulu's policies and controls is discussed below.





6.3.5 Hawai'i Model Energy Code

As the State of Hawai'i continues to grow, there are increasing demands for energy resources, which must be met either through the creation of new energy generating facilities or through the application of energy efficiency measures. The Hawai'i Model Energy Code (HMEC) is a building efficiency standard for the State of Hawai'i intended to address the unique geographical and climate conditions of the islands while complying with regulations set by the National Energy Policy Act of 1992 (EPACT). Adapted partially from adopted California codes (Title 24) and ASHRAE 90.1-1989, a compliance standard of EPACT, the HMEC includes a set of requirements for the energy-efficient design of buildings and building systems. The strategy of the HMEC is to assure the application of cost-effective design practices and technologies while minimizing energy consumption that meets the needs of the consumer.

The HMEC applies to three types of buildings: residential, hotel guestrooms, and nonresidential buildings. The requirements for hotel guestrooms and nonresidential buildings apply to lighting, heat gain into the building envelope, and the design of air conditioning and water heating systems. For hotel guestrooms, there are also requirements for either natural ventilation or ceiling fans.

Discussion: The project will incorporate energy-saving measures that are consistent with the Hawai'i Model Energy Code. Additionally, a review of demand-side management strategies will be examined to consider and evaluate energy-efficient alternatives and options.

6.3.6 State of Hawai'i Water Code

Under Chapter 174-C of the Hawai'i Revised Statutes, the State of Hawai'i's Commission on Water Resource Management administers the State of Hawai'i Water Code. The Commission is responsible for the protection and management of water resources through appropriate measures such as setting policies, defining uses, establishing priorities while assuring rights and uses, and establishing regulatory procedures. The responsibility of the Commission is limited to protecting land-based surface waters and ground waters, and ensuring adequate levels of water quantity, not quality. Water quality standards are administered by the State of Hawai'i's Department of Health.

According to Chapter 174-C, Section 31 of the Hawai'i Revised Statutes, the Hawai'i Water Plan is comprised of four distinct sections. The first part of the plan is the development of a water resource protection plan prepared by the Commission. Second, the plan includes water use and development plans for each county which are prepared by each separate county and adopted by ordinance, setting forth the allocation of water to land use in that county. Third, the plan consists of a state water projects plan prepared by the agency that has jurisdiction over such projects in conjunction with other state agencies. Finally, the Hawai'i Water Plan consists of a water quality plan prepared by the Department of Health.





Discussion: The proposed project will incorporate conservation measures into the design and implementation of all phases, which will contribute to an overall improvement to maintaining acceptable levels of water use. The engineering design of the project will calculate the specific requirements for domestic service connection, static pressure, and on-site fire protection.

6.4 CITY AND COUNTY OF HONOLULU PLANS AND CONTROLS

6.4.1 City and County of Honolulu General Plan

The General Plan of the City and County of Honolulu is a statement of long-range socio-economic, environmental, and design objectives and policies to be achieved for the general prosperity and welfare for the people of the city. It is intended to serve as a guide for all levels of government, private enterprise, neighborhood and citizen groups, organizations, and individual citizens (City and County of Honolulu Revised Charter 2000, Sec. 6-1508).

The General Plan consists of eleven subject areas, which provide the framework for the City's expression of public policy concerning the needs of the people and the functions of government. The subject areas address all aspects of health, safety, and welfare for the people of O'ahu including: population, economic activity, the natural environment, housing, transportation and utilities, energy, physical development and urban design, public safety, health and education, culture and recreation, and government operations and fiscal management. This section discusses how the Waikīkī Beach Walk project addresses the applicable objectives and policies of the General Plan.

A) Economic Activity

Objective: To promote employment opportunities that will enable all the people of O'ahu to attain a decent standard of living.

Policy: Encourage the growth and diversification of O'ahu's economic base

Policy: Encourage the development of small businesses and larger industries that will contribute to the economic and social well being of O'ahu residents.

Objective: To maintain the viability of O'ahu's visitor industry.

Policy: Provide for a high quality and safe environment for visitors and residents in Waikīkī.

Policy: Encourage private participation in improvements to facilities in Waikīkī.

Policy: Encourage the visitor industry to provide a high level of service to visitors.

Discussion: The project will create short and long-term employment opportunities, and will significantly enhance the quality of the visitor plant and visitor experience in Waikīkī. The





entertainment-retail promenade area will provide a unique opportunity for local vendors to establish and market themselves in Waikīkī and provide an impetus for small business start-ups.

The redevelopment efforts of the project reflect Outrigger's strong commitment to and participation in the overall improvement of Waikīkī.

B) Transportation & Utilities

Objective: To create a transportation system that will enable people and goods to move safely, efficiently, and at a reasonable cost.

Policy: Develop and maintain an integrated ground-transportation system consisting of (d) pedestrian walkways for getting around Downtown and Waikīkī.

Policy: Improve roads in existing communities to reduce congestion and eliminate unsafe conditions.

Policy: Make public, and encourage private, improvements to major walkway systems.

Discussion: The redevelopment project will greatly improve the pedestrian experience by creating more open space, widening sidewalks, adding tropical landscapes and water features, and moving building density away from the street. The project is also designed to complement the City's proposed Waikīkī Beach Promenade, as well as ongoing streetscape and pedestrian-friendly improvements to Kalākaua Avenue.

The Waikīkī Beach Walk project, when fully implemented, will better organize and accommodate traffic in the Lewers-Kālia-Saratoga area and disperse a significant amount of vehicular traffic away from Lewers Street. New porte cocheres, loading areas, parking entrances and a bus staging area will alleviate the noise, congestion, and safety hazards which currently exist on Lewers Street and Beach Walk. Additionally, further efforts such as increasing the use of valet service within the project area will promote greater efficiency in overall traffic and parking management.

C) Physical Development & Urban Design

Objective: To coordinate changes in the physical environment of O'ahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located.

Policy: Provide for more compact development and intensive use of urban lands where compatible with the physical and social character of existing communities.

Objective: To create and maintain attractive, meaningful, and stimulating environments throughout O'ahu.





Policy: Encourage distinctive community identities for both new and existing districts and neighborhoods.

Discussion: The proposed project occurs in an area that is already designated for urban resort use within the primary urban center. The project is consistent with the policy to provide more compact development, efficient use of existing infrastructure, and more intensive use of the urban district. Moreover, by utilizing the Planned Development approval, creative site planning opportunities are being realized.

One of the components of the project's design is the creation of a major new public space. The Edgewater Plaza will be a new public gathering place, hosting a wide range of cultural events and performances reflective of the diverse influences of Hawai'i's multi-ethnic community. The plaza's programmatic themes will be integrated and linked to on-going activities at the Hawaiian Music Preservation Hall, a new attraction dedicated to the perpetuation of Hawaiian music and dance.

In the design of the physical space of this project, there is an emphasis placed upon the use of indigenous building materials, styles, and natural colors found in our island environment. The architectural character and landscape design themes are compatible with the Waikiki Special District Design Guidelines, thereby contributing to the evolving human-scale urban design vocabulary in Waikiki.

D) Public Safety

Objective: To prevent and control crime and maintain public order.

Policy: Provide a safe environment for residents and visitors to O'ahu.

Objective: To protect the people of O'ahu and their property against natural disasters and other emergencies, traffic and fire hazards, and unsafe conditions.

Policy: 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 hazards.

Policy: Reduce hazardous traffic conditions.

Discussion: The redevelopment of the property area will create a safer pedestrian environment and reduce the chaotic vehicular traffic mix in the Lewers-Kalia area

The project area lies within the 100-year flood zone designated AO on the National Flood Insurance Rate Map (#15001 0120 C) with a base flood average of 1 to 3 feet. Additionally, all coastal areas of Oahu, including the project area, are susceptible to the effects of a tsunami. New buildings will be constructed in compliance with all applicable building codes to ensure that public health and safety are protected.





E) Culture & Recreation

Objective: To foster the multiethnic culture of Hawai'i.

Policy: Encourage greater public awareness, understanding, and appreciation of cultural heritage and a contribution to Hawai'i made by the City's various ethnic groups.

Objective: To foster the visual and performing arts.

Policy: Encourage and support programs and activities for the visual and performing arts.

Objective: To provide a wide range of recreational facilities and services that are readily available to all residents of O'ahu.

Policy: Encourage the private provision of recreation and leisure-time facilities and services.

Discussion: Support for the preservation and perpetuation of the Native Hawaiian culture and Hawai'i's ethnic diversity are hallmarks of the Waikiki Beach Walk project.

The proposed project will include a Hawaiian Music Preservation Hall, patterned after the New Orleans Jazz Preservation Hall. The Hall will serve to perpetuate the significance and influence, and continuing evolution of Hawaiian music and dance. Additionally, the project will include a resource center, the Hale Aloha Visitor Center, which will provide a variety of hospitality information and assistance services. The inclusion of these types of facilities is reflective of the project's commitment to Hawai'i's unique cultural and historic legacy.

6.4.2 City and County of Honolulu Primary Urban Center Development Plan

The Development Plans for the City and County of Honolulu are documents that consist of conceptual models for implementing and accomplishing the development objectives and policies of the general plan within the City. Development Plans must include a map, statements of standards and principles with respect to land uses, and statements of urban design principles and controls, and priorities as necessary to facilitate coordination of major development activities within the City. These plans serve as a policy guide for developing detailed zoning maps and regulations, as well as assisting in public and private sector investment decisions (City and County of Honolulu Revised Charter 2000, Sec. 6-1509).

The Primary Urban Center (PUC) is the area that includes the communities from Wai'alaie-Kahala to Pearl City. It is the most populated part of the State of Hawai'i and is O'ahu's largest employment center. In keeping with the policies of the general plan, the PUC is planned to 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.





The Development Plan for the PUC describes the desired urban character and the significant natural, scenic and cultural resources. It includes general guiding principles for the PUC and area specific guiding principles for Waikīkī that detail appropriate land uses. The Waikīkī Beach Walk project is located in the heart of Waikīkī, within the City's PUC. The applicable guiding principles are listed below.

- 1) The visibility, preservation, enhancement and accessibility of open space areas are 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) 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 are identified and protected by the Department of Land Utilization. Views of natural landmarks, such as Diamond Head, Punchbowl, as well as open views to the mountains from streets and other public areas in Waikīkī are to be protected.
- 3) Waikīkī should continue to be maintained as Hawai'i's primary visitor destination area, with an emphasis on improving the quality of the environment and discouraging further high-density development in the area.
- 4) *In order 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 needs to 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 view planes from Waikīkī to the mountains shall also be protected.*

Using these guiding principles, specific control measures are provided which detail appropriate types of activity to occur within Waikīkī. These controls are designed to enhance the attractiveness and quality of Hawai'i's primary tourist destination area and its nearby residential areas. The relevant controls applicable to the Outrigger Waikīkī Beach Walk project are discussed below.

- Resort and related commercial activities shall be concentrated in the area makai of Kūhiō Avenue and Ala Moana Boulevard.

Discussion: The project area, hosting resort and related commercial activities, is located makai of Kalākaua Ave. and along Saratoga Road, Beach Walk, Lewers Street, and Kālia Road.

- Resort facilities shall be developed to support a destination area of about 32,800 visitor units in the Waikīkī special area. This figure shall be an absolute cap and shall be reviewed in 1997 and every five years thereafter to assure that the economic viability of Waikīkī as a tourist destination area is maintained.





Discussion: The Waikiki Beach Walk project is designed to incorporate a tropical resort destination area with the pizzazz and appeal of a vibrant modern entertainment-retail center. The project is designed to dispose of several dilapidated and outdated properties that no longer meet the needs and expectations of today's travelers. The combination of new and renovated properties for this project will result in a total of 3,336 hotel rooms, which will result in a net increase of 234 units. Table 6-1 illustrates the net change in available units in Waikiki as the result of either recently completed or currently pending projects. The results show that there is more than sufficient capacity remaining under the visitor room cap to meet the needs of the Waikiki Beach Walk project.

**TABLE 6-1
Waikiki Special District Area Visitor Unit Cap Status**

Visitor Unit Cap: 32, 800 Units		
Sources of Existing/Planned Visitor Units	Units	Remaining Available Units
Existing as of 1999 *	31313	1487
HHV Lagoon Apartments Timeshare Conversion (2000)	285	1202
HHV New Kalia Tower (2001)	453	749
HHV Waikikian- 132 Demo, 350 New (Pending)	218	531
Outrigger Waikiki Beach Walk- 657 Demo, 891 new (Pending)	234	297

* City & County Department of Planning & Permitting, Waikiki Visitor Unit Cap Report, 1999.

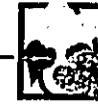
- Any additional high-density development shall be discouraged, unless accompanied by public amenities.

Discussion: In renewing a deteriorating, aging portion of Waikiki, the project itself is serving a vital public purpose. In addition the project will include major new public amenities, such as the Edgewater Plaza, the Hale Aloha Visitor Center, and the Hawaiian Music Preservation Hall. These new public spaces integrated with upgrades, renovations, and new development will breathe new life into the area, and to Waikiki in general.

- 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.

Discussion: The siting of new buildings will not significantly affect view corridors. Pedestrian corridors, major public spaces, and landscaping will be significantly improved and increased. Overall, setbacks and public areas that are open to the sky will also be significantly increased. A more detailed discussion of view impacts is included in Section 5.





- 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.

Discussion: Overall, street landscaping will be significantly improved and increased. Major structures have been sited to ensure that visual access to the mountains and the sea from mauka-makai roadways will not be significantly impacted.

- The open space character of Fort DeRussy shall be preserved.

Discussion: The project will have no significant impacts on the open space character of Fort DeRussy. Existing parking stalls on the Diamond Head side of Fort DeRussy Park would serve off-street parking demand, as established through a parking license between Fort DeRussy and Outrigger Enterprises, Inc. Thus, there are no plans to alter or modify the existing open space character of Fort DeRussy Park. Additionally, the project will not infringe upon the historical integrity and context to the Battery Randolph site, located within the Fort DeRussy area.

- 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.

Discussion: The project will transform a currently congested and cluttered mix of storefronts into a unified and cohesive mixed-use district that is accentuated with an open promenade area, detailed with tropical foliage, textured pathways, and interspersed with artistic displays and water features. The Edgewater Plaza component of the mixed-use resort project will create a new venue for the general public to gather and enjoy a variety of events and performances.

- Public pedestrian access to the shoreline shall be increased in number, size and attractiveness.

Discussion: Phase 1 of the project includes the construction of a pedestrian bridge that will link the new phase to the existing Outrigger Reef on the Beach. The bridge will serve to provide a safe and attractive access between both areas and the nearby beach access path. The overall effect of redeveloping the project area will enhance the pedestrian experience from Kalakaua Ave. to the sea.

- Public pedestrian access to the shoreline shall be improved.

Discussion: The Waikiki Beach Walk project will improve public pedestrian access by providing a safer route through which various venues, including the shoreline, may be accessed. The project also serves as a transit link that facilitates visitor access from Ala Moana Boulevard to Waikiki Beach and Kalakaua Avenue.





- The pedestrian traffic network within the area shall be substantially improved to recognize the unique visitor destination area requirements, with special consideration given to pedestrian safety, comfort, and enjoyment.

Discussion: The proposed project is designed to substantially improve pedestrian safety, comfort and enjoyment.

- Alternate modes of transportation and pedestrian-oriented amenities shall be encouraged in Waikiki to improve pedestrian access and minimize traffic congestion.

Discussion: The Waikiki Beach Walk project represents an effort unparalleled in Waikiki to meet pedestrian needs and to reorder land uses to alleviate traffic congestion. New porte cocheres, loading areas, parking entrances and a bus staging area will significantly reduce the noise, congestion, and safety hazards which currently exist on Lewers Street and Beach Walk.

The use of the porte cochere for the 'Ohana Waikiki Village and the 'Ohana Waikiki Tower hotels will alleviate vehicular traffic that is attributed to loading/unloading patterns of guest upon arrival/departure. An off-street loading area will be provided to alleviate delivery traffic. Finally, off site parking will be utilized to divert some of the traffic to the periphery. The overall result of these implementations will be a pristine pedestrian accessway that is safe and enjoyable while decreasing congested traffic conditions.

The project is also designed to take maximum advantage of the City and County of Honolulu's proposed Bus Rapid Transit System (BRT). If implemented, the BRT would serve to meet the future transportation needs of the City. The BRT plan ~~is intended to~~ will provide a viable, if not preferable, transit alternative for the project's operational employees ~~that commute to work or~~ and for local residents visiting the facility, further contributing to lessening existing traffic congestion.

- 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.

Discussion: The project integrates many of the proposed recommendations made by the late Dr. George Kanahale, regarding the restoration of "Hawaiianess" to Waikiki. The overall design of the project includes the use of water features, native plants for its landscaping, and the use of architectural forms and interior design that accent Hawaiian motifs. Additionally, Outrigger's Ke 'Ano Wa'a program, an employee hospitality and education program, ~~illustrates a committed emphasis on promoting local traditions, through that emphasizes~~ the perpetuation of the Hawaiian language and cultural values, will be expanded to embrace all aspects of new development.

The ~~Related projects include the Hale Aloha Visitor Center is a project component that will create a central hospitality resource center, providing~~ which will provide a variety of information





and assistance services. ~~Additionally,~~ and the planned Hawaiian Music Preservation Hall which will serve to perpetuate the unique historical legacy and influence of Hawaiian music and dance.

- 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.

Discussion: Outrigger to date has underwritten the development and installation of three of the twenty-two Historic Trail Markers in Waikiki. Waikiki Beach Walk could conceivably be the site of a fourth Outrigger-sponsored Marker.

- Actions shall be promoted that are consistent with the long-term economic strength and viability of Waikiki.

Discussion: The Waikiki Beach Walk project is viewed as a significant step toward re-establishing Waikiki as the world's premier resort destination.

- 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 (Revised Ordinances for the City and County of Honolulu, sec. 24-2.2(b)(2)).

Discussion: The philosophy entailed in this policy is the same embraced by the Waikiki Beach Walk Project.

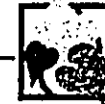
6.4.3 City and County of Honolulu Land Use Ordinance

The purpose of the LUO is to regulate land use in a manner that will encourage orderly development in accordance with adopted land use policies, including the O'ahu general plan and development plans. The LUO is also designed to promote and protect the public health, safety and welfare through various actions such as:

- 1) Minimizing adverse effects resulting from the inappropriate location, use or design of sites and structures;
- 2) Conserving the city's natural, historic and scenic resources and encouraging design which enhances the physical form of the city; and
- 3) Assisting the public in identifying and understanding regulations affecting the development and use of land.

The LUO is also intended to provide reasonable development and design standards. These standards are applicable to the location, height, bulk and size of structures, yard areas, off-street parking facilities, and open spaces, and the use of structures and land for agriculture, industry, business, residences or other purposes (Revised Ordinance for the City and County of Honolulu, Chapter 21). Within the LUO, there are special design standards outlined for the development of Waikiki. As a recognized symbol of Hawai'i,





Waikiki possesses allure as a tropical resort destination. Thus, Waikiki still continues to attract visitors from all parts of the world, serving as the foundation for the state's tourist industry. Additionally, Waikiki continues to serve as a vital employment center and as a home for thousands of full-time residents. Due to the City's commitment to the socio-economic well being of Waikiki, the area became designated as a Special District, with guidelines established to direct Waikiki's future and protect its unique Hawaiian identity (LUO, Sec. 21-9.80). The Waikiki Beach Walk project is located within the Resort Mixed Use Precinct of the Waikiki Special District (Figure 6-1).

The establishment of the Waikiki Special District was largely a response to the rapid development of the 1960s and 1970s, and the physical and social changes attributed to that development. As a sophisticated urban resort, diversity and contrast characterize Waikiki. However, Waikiki over the years has lost some of its unique identity with an influx of crime, drugs, and prostitution. The LUO's Special District Guidelines become a planning tool aimed at restoring the basic appeal of Waikiki as a pedestrian friendly environment. To complement the strong urban image that Waikiki possesses, there is an emphasis on developing creative and functional uses of the ground-level open space. The focus of open space helps to define a "Hawaiian sense of place" as stated in the objectives of the Waikiki Special District Guidelines that are enumerated in Section 7.80-1 of the LUO. The applicable objectives of the Waikiki Special District addressed by the Waikiki Beach Walk project are discussed below.

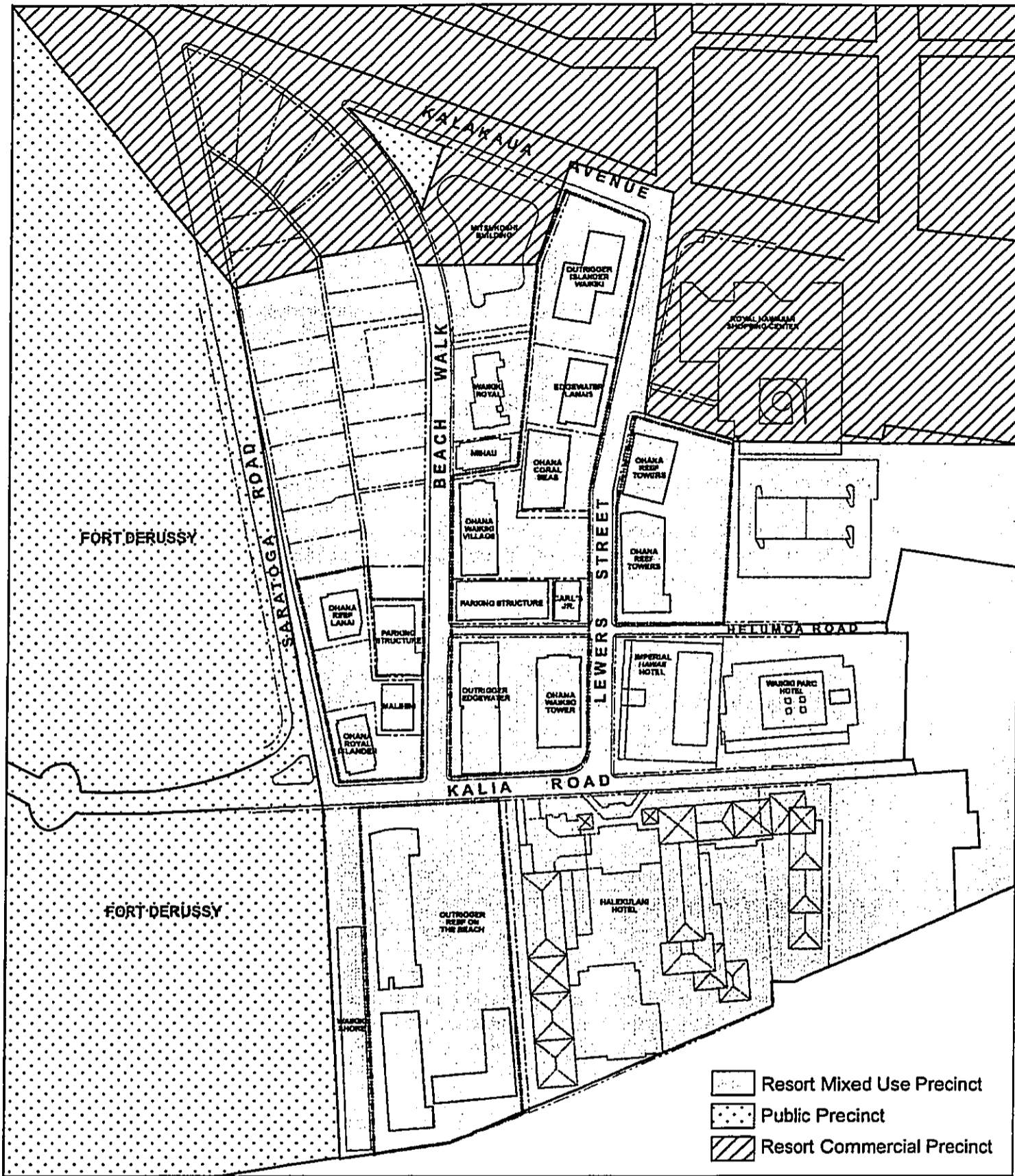
(a) Promote a Hawaiian sense of place at every opportunity.

Discussion: The historical and cultural legacy of Waikiki spans over 2000 years. In Hawaiian thought, every natural feature possesses an energy source, from within emanates a pulse of life. The Waikiki Beach Walk project attempts to revitalize an area that has suffered increased congestion and cluttered conditions. The project plans to recapture that special ambiance of a more tranquil and serene Waikiki of yesteryear as well as incorporating important cultural values into the physical design of the project.

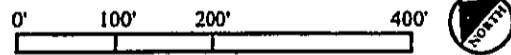
The project is designed to create more open spaces, allowing more of the natural sunlight to shine upon an open plaza and retail promenade. The project also incorporates developing various water features that will landscape the pedestrian accessway and plaza area. Fresh water in the form of streams, springs, aqueducts, and fishponds was the major natural feature of Waikiki prior to 1928. Additionally, in traditional Native Hawaiian thought, the natural elements of sunlight and water are the kinolau, the physical manifestations of Kānenuiākea, Kāneikawai, Kāneikamālamalama, the ancestral deities that are givers and sustainers of life itself. Thus, the Waikiki Beach Walk project re-integrates the cultural significance of water into the planned design of its open spaces, thereby giving life to its surroundings and the people that share the experience.

The continuity of the landscape helps to facilitate a feeling of being connected to the immediate surroundings. The individual will experience soft and subtle transitions from the outside environment into the interior of the complex. The project embraces the human experience by incorporating architectural features that are reminiscent of Hawaiian design. The grand lobby,





Waikiki Special District Zoning Precincts



Waikiki Beach Walk



the public plaza, and the rooftop pool deck embellish the sense of open space, achieving a continuity between physical design and the natural elements of sunlight, wind, and rain. The attentive focus to the surrounding physical attributes clearly demonstrates that the Waikiki Beach Walk project is a genuine effort to create an inviting and culturally sensitive area in Waikiki. Additionally, the design of the project addresses several key recommendations made by the late Dr. George Kanahale, regarding the methodology and application of restoring a "Hawaiian sense of place."

- (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 transformation of a chaotic and unappealing urban environment to a pedestrian oriented destination is in furtherance of the City's vision to restore and enhance the natural, recreation, and scenic resources for the area. By addressing the physical decline of the area, the project represents a positive attempt to revitalize and infuse a renewed vigor into this culturally rich district.

In traditional times, the area was known as Kawehewehe, literally meaning, "the releasing." The nearby beach area was noted for its healing properties and the ability to "release" an affliction or illness. Additionally, the area is a noted residential site for the family of John Papa 'I'i (1800-1870), a noted Hawaiian historical scholar. Papa 'I'i was a member of the Luluku family, who possessed considerable prominence during the unification effort of Kamehameha I. This land was the family residence during the time of Kamehameha's attempt to launch a peleeu, an extended war fleet to Kaua'i, around 1795. Adjacent to the land area, there lay the freshwater ponds of Pāweo, Kālia, and Ka'ihikapu. Near the shoreline, there was a place called Helumoa, an old land division and noted luakini heiau site with an immense grove of coconut trees. The preservation of this cultural legacy is crucial in creating a proper Hawaiian sense of place. The Waikiki Beach Walk project will acknowledge the cultural legacy of the area with the enhancement of its open space design, use of natural materials, the establishment of the Hawaiian Music Preservation Hall, thereby creating a venue for cultural knowledge to be shared visually and artistically.

The major element in designing this project is attempting to recapture the sensation of a tropical paradise for both visitors and residents. The textured design and feel of the pathways, the design specifications of the plaza façade, the lush tropical landscaping, the adherence to fine detail are major focuses of the pedestrian experience. The project will maximize the amount of open space possible as it ~~magnificently~~ transforms a disjointed area into a visual continuity of natural and man-made beauty.

- (c) Provide for a variety of compatible land uses that promote the unique character of Waikiki, emphasizing mixed uses.**

Discussion: The project will provide a mix of compatible uses, including hotel, retail, and public amenity space in keeping with Waikiki's unique character.





- (d) Provide for the ability to renovate and redevelop existing structures which otherwise might experience deterioration. Waikīkī 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 Waikīkī jeopardize the desire to have a healthy, vibrant, attractive and well-designed visitor destination.

Discussion: The proposed project utilizes the Planned Development option which is specifically designed to effect this policy.

- (e) Encourage architectural features in building design, which complement Hawai'i's tropical climate and ambience, while respecting Waikīkī's urbanized setting. The provision of building elements such as open lobbies, lanais, and sunshade devices is encouraged.

Discussion: The ground floor levels, including the grand lobby, will create a sense of continuity between the built environment and the surrounding natural elements of sunshine, open air, and rain. The planned redevelopment will create an urban environment of more open space, widened sidewalks, and sensitively-designed structures, all in a setting of native flowers and shade trees, water features, and other pedestrian amenities.

- (f) Maintain, and improve where possible: mauka views from public viewing areas in Waikīkī, especially from public streets; and a visual relationship with the ocean, as experienced from Kalākaua Avenue, Kālia Road and Ala Moana Boulevard. In addition, improve pedestrian access, both perpendicular and lateral, to the beach and the Ala Wai Canal.

Discussion: Visual access to the mountains and the sea from mauka-makai roadways will not be significantly impacted. The project will improve pedestrian access from Kalākaua Avenue to the beach access either through the Reef on the Beach property or the nearby accessway adjacent to the Halekūlani Hotel.

- (g) Maintain a substantial view of Diamond Head from the Punchbowl lookouts by controlling building heights in Waikīkī that would impinge on this view corridor.

Discussion: There are no impacts upon the view corridor from the Punchbowl lookouts to Diamond Head. The project includes a single new tower that is outside of the Diamond Head-Punchbowl view shed.

- (h) Emphasize a pedestrian-orientation in Waikīkī. 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: This policy is consistent with the project's design intent.

- (i) 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 (LUO, 9.80-1).

Discussion: The project is intended to serve a variety of objectives including creating a visual escape, allowing pedestrian access, and creating social and community spaces. The design of the ground level spaces will enhance the open space character of the area while off setting the existing prominent high-density urban ambience. The open space and pedestrian accessway will showcase an assortment of tropical vegetation, highlighted with designed water features to promote a "Hawaiian sense of place."

6.4.4 Waikiki Special District Design Guidelines

The Waikiki Special District Design Guidelines is an illustrative booklet that details the City's design expectations for the redevelopment, renovation, and renewal of Waikiki. The guidelines are intended to promote building design that responds to Hawaii's climate, relates to human scale and preserves significant public views. The design guidelines offer solutions to reduce perceptions of overcrowding while enhancing the overall aesthetic nature of Waikiki.

According to the District Design Guidelines, the physical features of Waikiki need to be improved and enhanced. The ideal of a Hawaiian sense of place reflects both an architectural style as well as implementing a sense of values and perceptions. The future design of Waikiki needs to embrace the significance of its rich history and incorporate it into contemporary design and context that allows people be fully engaged with the natural and built environment.

A) Building Design

In developing the District Design Guidelines, the key elements incorporated into building design are maintaining a link with the natural environment, developing areas to human scale, and preserving significant vistas. With these elements in mind, the results should promote a sense of increased open space, enhance the allure and beauty of Waikiki, and reflect the values and spirit of these islands in the built environment (WSDG: 4; LUO, 21-9.80-4).

Discussion: The proposed project reflects this design philosophy ~~will be designed to maintain a link between the built environment and the natural landscape.~~ The continuity of the project





design will create a sense of increased open space while maintaining a sense of balance between the built and natural environment to enhance the allure and beauty of Waikiki.

B) Ground Level Features

Within a development, attention should be given to pedestrian-oriented ground level features. A close indoor-outdoor relationship should be promoted. Design priority should include the visual links through a development connecting the sidewalk and other public areas with on-site open spaces, mountains and the ocean.

In addition, other designs of the ground level built environment such as outdoor dining, vending carts, porte cocheres, walls and fences, shading, roof design and equipment screen, should always incorporate the elemental styles and textures that exist in the natural environment (WSDG: 8-16; LUO, 21-9.80-4 (c)(8)).

Discussion: ~~The proposed project is designed to create a gathering place that appeals to the human senses. The project unifies the now disparate properties by incorporating a common design vocabulary and seamlessly tying the various project components together through strong physical and visual linkages at the ground level.~~ The use of natural materials, styles, and textures will be applied in the design of all ground level features.

C) Landscaping/ Exterior Features

The physical development of Waikiki is dependent upon integrating the natural and built environment together. Key elements in this integration are the appropriate design, context, and materials used in developing the overall landscaping and exterior features of the area. Exterior features include but are not limited to garden landscaping, water features, sidewalks, lighting, and signage.

Appropriate landscaping and exterior features should incorporate measures to have a minimal aesthetic and visual impact. In addition, the features should incorporate elements that are representative of the natural and cultural landscape (WSDG: 17-23; LUO, 21-9.80-4(c)(8)-(f)).

Discussion: The proposed project will utilize indigenous building materials, styles, and natural colors and will include tropical landscaping and water features. The use of water features is an appropriate interpretation of the project area's former cultural landscape, comprised of former freshwater fishponds and terraced irrigation systems.

D) Urban Design Controls

All structures, open spaces, landscape elements and other improvements within the Waikiki Special District must meet the design standards of the LUO. In regards to the Waikiki Beach Walk project, the applicable elements are:





- 1) Fort DeRussy: This area remains the largest open space area in Waikiki, and its park-like setting should be enhanced and complemented. Any improvements in this area should integrate and complement the pre-existing tropical setting of this area.
- 2) Waikiki Promenade: This area is intended to provide an uninterrupted pedestrian access encircling Waikiki. New pathways should be designed to maximize the sense of open space and public enjoyment of nearby landmarks.
- 3) Public Pedestrian Access: Additional accessways should be provided to accommodate and encourage pedestrian circulation throughout Waikiki. Consideration should be given to a pedestrian access from internal major streets to the Waikiki Promenade.

Discussion: The design of the open space areas for the proposed project will complement and enhance the open space vista character of the Fort DeRussy area. The new Saratoga hotel, meanwhile, will accentuate the Diamond Head edge of the DeRussy campus and appropriately frame its expansive open space frontage. The entire project is aimed at enhancing the pedestrian experience in the Lewers-Kalia area, including strengthening pedestrian linkages between Kalakaua Avenue and the shoreline. Also, the project accentuates the pedestrian experience along the Waikiki Promenade by providing alternative walkways that run mauka-makai. The project will serve to accommodate and encourage further pedestrian circulation throughout Waikiki.

6.4.5 City and County of Honolulu Water Management

The Board of Water Supply (BWS) is a semiautonomous agency of the City and County of Honolulu, whose function is to provide a municipal water supply to meet the domestic and fire protection needs on the island of Oahu. The BWS is responsible to provide a reliable distribution system of water to accommodate the needs for Oahu. Under the Hawai'i Revised Statutes, Chapter 54-33, the BWS is given the authority to alter, amend, and repeal rules and regulations related to the management, control, preservation, and protection of the county's water resources.

Under HRS, Chapter 174-C, a water use and development plan by each county is required. The water use and development plan for the City and County of Honolulu, known as the Oahu Water Management Plan (OWMP) fulfills the requirements as mandated by the State Water Code. The OWMP consists of policies and strategies which guide the activities of the City and County of Honolulu in areas of planning and management, use and allocation of Oahu's water resources (Revised Ordinances for the City and County of Honolulu, sec. 30-1.1).

Discussion: The design and implementation of the proposed project will be coordinated with the City and County of Honolulu to comply and be consistent with the OWMP.





6.4.6 Special Management Area

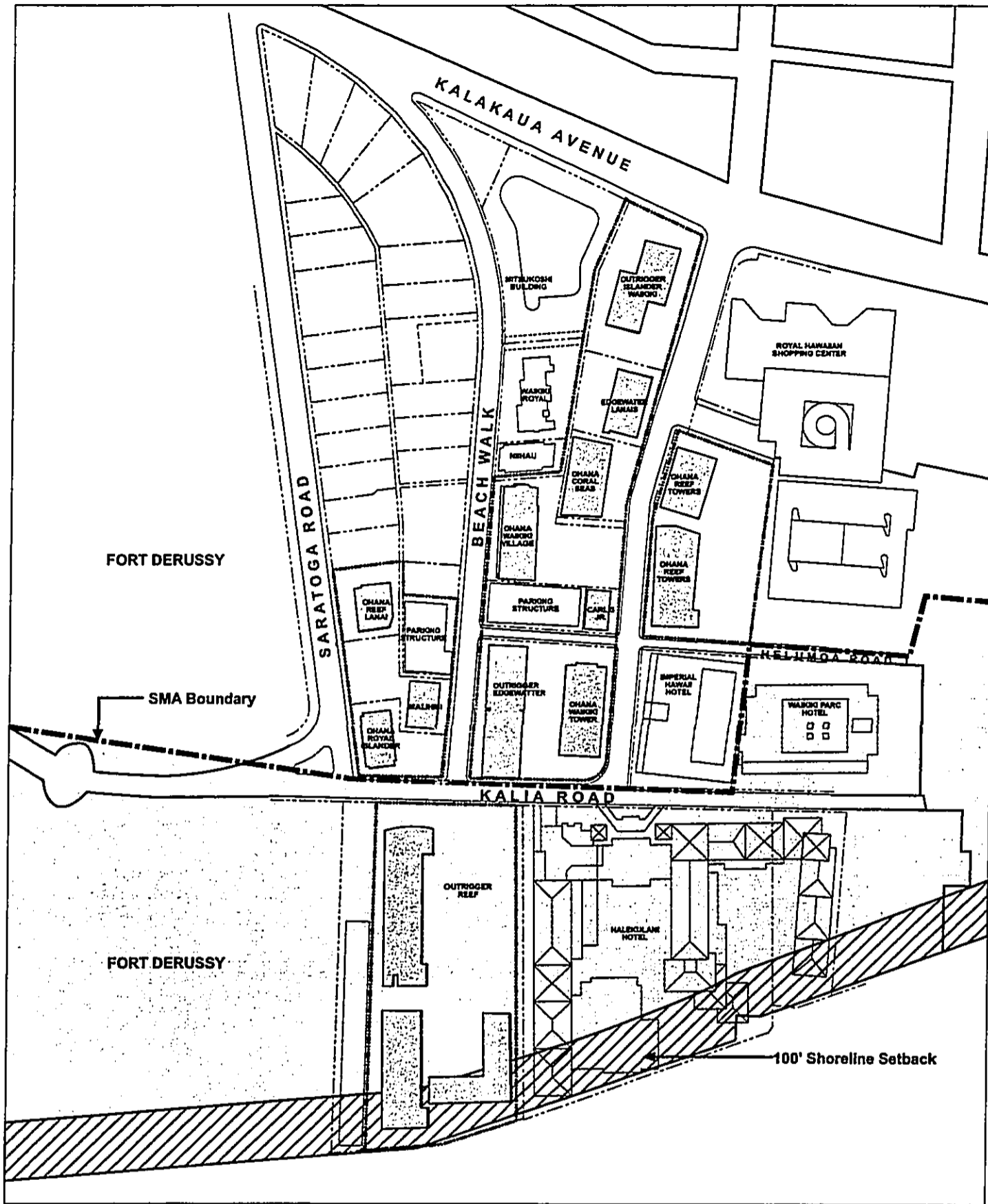
Within the City and County of Honolulu, the SMA Use Permit application review is administered by the Department of Planning and Permitting, and the decision on its issuance is rendered by the City Council, pursuant to Ordinance No. 84-4.

It is the policy of the City and County of Honolulu to preserve, protect, and to restore the natural resources of the coastal zone of Hawai'i. The SMA designation places special controls on development within an area along the shoreline. These controls are necessary to avoid permanent loss of valuable resources and to insure that adequate public access is provided to public owned or used beaches, recreation areas, and natural reserves. Further, The Outrigger Waikiki Beach Walk project is a development that is "valued at over \$125,000" and is included in the SMA Boundary area for Waikiki; thus a SMA Use Permit is required (Revised Ordinances for the City and County of Honolulu, sec. 25-1.2; HRS, Chapter 205A-21) (Figure 6-2).

Issuance of the SMA Use Permit is based on the consistency of the proposed development project with the policies and review guidelines specified in the CZM Law. The applicable objectives, policies and guidelines to the Waikiki Beach Walk project are discussed below.

- A) Recreational Resources Policies:** 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) Adopting water quality standards and regulating point and non-point sources of pollution to protect, and where feasible, restore the recreational value of coastal waters.
- B) Historic Resources Policies:**
- 1) Identify and analyze significant archaeological resources.
 - 2) Maximize information retention through preservation of remains and artifacts or salvage operations.
 - 3) Support state goals for protection, restoration, interpretation, and display of historic resources.
- C) Economic Uses Policies:** 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.
- D) Coastal Hazards Policies:**
- 1) Ensure that developments comply with requirements of the Federal Flood Insurance Program.
 - 2) Develop a coastal point and non-point source pollution control program.





SMA Boundary

Waikiki Beach Walk

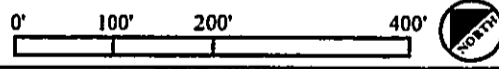


Figure 6-2



SMA Guidelines

(1) All development in the special management area are subject to reasonable terms and conditions set by the authority in order to ensure:

- 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: Adequate Access to Waikiki Beach as well as the adjacent recreational facilities of Fort DeRussy park will be provided maintained and enhanced. The proposed project improves the existing sidewalk area along Lewers and Kalia Roads, thereby improving existing accesses to the beach. The proposed project will create a pedestrian bridge that will link the new development with the Outrigger Reef on the Beach. This bridge can serve as a link that allows pedestrians to cross the bridge an alternative accessway and use to the nearby public access to the beach rights of-way.

- Adequate and properly located public recreation areas and wildlife preserves are reserved.

Discussion: The proposed project will complement the adjacent public recreational areas of Fort DeRussy Park and Waikiki Beach.

- Provisions are made for solid and liquid waste treatment, disposition, and management that will minimize adverse effects upon special management area resources.

Discussion: Implementation of Phase 1 will reduce the existing rate of domestic water consumption, thereby reducing the associated wastewater generation within the project area. Implementation of Phase 2 will increase the average daily demand for domestic water consumption by approximately 7.5 %, or 84,900 gpd above existing conditions. Wastewater volume consumption would be comparable to the volume consumption of domestic water less water loss due to landscape irrigation and evaporation.

The overall available capacity of the Beach Walk WWPS to the Sand Island WWTP will be adequate to accommodate the volume production of wastewater generated at the proposed project. Consultation with the City Department of Environmental Services will provide additional solutions to ensure adequate servicing capacity of the wastewater system, considering line capacities of specific segments of the wastewater system along Lewers Street that could become surcharged under extreme and severe wet-weather conditions. If necessary, mitigation measures such as enlarging existing lines, relief lines, or diversion of flows into lines with available capacity can be constructed to accommodate the proposed project.

- 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 project will redevelop an existing urban space already heavily urbanized segment of Waikīkī. The project will not have ~~an~~ no adverse effect on water, scenic, or recreational resources. ~~The project will include an open plaza and a pool deck, thereby enhancing~~ Indeed, the project will serve to enhance the overall quantity and quality of recreational amenities in the area. All design controls will be in compliance with maintaining safety standards to minimize the any potential danger of natural hazards.

(2) No development shall be approved unless the authority has first found:

- That 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, safety, or compelling public interests. Such adverse effects 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: The proposed project does will not have any substantial adverse environmental or ecological effects that have been identified or anticipated as the result of construction. Potential impacts and mitigation measures are discussed in Section 5. Additionally, alternative planning options of pertaining to the project's configuration and design is included are discussed in Section 7.

- That the development is consistent with the objectives, policies, and special management area guidelines of this chapter and any guidelines enacted by the legislature;

Discussion: The project remains consistent with the policies and objectives of the Hawai'i Revised Statutes, Chapter 205A (Coastal Zone Management) and its review guidelines, as well as the City and County of Honolulu's Revised Ordinances, Chapter 25 (Special Management Area) guidelines.

- That the development is consistent with the county general plan and zoning. Such a finding of consistency does not preclude concurrent processing where a general plan or zoning amendment may also be required.

Discussion: The project is consistent with the City and County of Honolulu's General Plan and zoning designations, the Primary Urban Center Development Plan, and the Waikīkī Special District Guidelines.

(3) The authority shall seek to minimize, where reasonable:

- Dredging, filling or otherwise altering any bay, estuary, salt marsh, river mouth, slough or lagoon;





Discussion: The proposed project involves no dredging, filling, or altering to any bay, estuary, salt marsh, river mouth, slough or lagoon.

- Any development which would reduce the size of any beach or other area usable for public recreation;

Discussion: The proposed project will not reduce the size of the beach or any other public recreational area.

- 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 areas and the mean high tide line where there is no beach;

Discussion: The Waikīkī Beach Walk project does not reduce or impose restrictions upon public access to tidal and submerged lands, beach areas, or to the mean high tide line.

- Any development which would substantially interfere with or detract from the line of sight toward the sea from the state highway nearest the coast;

Discussion: The proposed development does not interfere with or detract from the line of sight toward the sea from the H-1 freeway.

- 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 redevelopment project is located in an existing urban space. The project will not affect water quality, existing areas of open water free of visible structures, fisheries or fishing grounds, or diminish potential land bases for preserving pristine wildlife habitats or agricultural development.

6.5 EIS Significance Criteria

Overall, the project will have a beneficial impact on the environment. The following is an assessment based on criteria established in Title 11 Administrative Rules, Chapter 200 Environmental Impact Statement Rules, Section 12.

- 1) Involves an irrevocable commitment to loss or destruction of any natural or cultural resource;

Discussion: The project will not involve any significant loss of natural or cultural resources. Archaeological and ethnographic studies have been conducted during the preparation of this Draft EIS to assess the potential existence of such resources. Appropriate mitigative measures will be taken should such resources be subsequently discovered.





2) Curtails the range of beneficial uses of the environment;

Discussion: The proposed project is consistent with existing zoning and current land uses. The subject properties are located in the Resort Mixed Use Precinct of the Waikīkī Special District. The redevelopment of aging properties and attendant streetscape and traffic circulation improvements will substantially improve the environment and character of the existing area, and Waikīkī in general.

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 purpose of Chapter 344, HRS, is "to establish a state policy which will encourage productive and enjoyable harmony between man and his environment, promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man, and enrich the understanding of the economical systems and natural resources important to the people of Hawai'i". The proposed project is consistent with Chapter 344 policies, goals, and guidelines.

4) Substantially affects the economic or social welfare of the community or State;

Discussion: The redevelopment of Outrigger's Lewers/Saratoga properties will positively affect the State's economic welfare by providing new and upgraded hotel facilities, reverse the deterioration of a vital section of the Waikīkī visitor plant, and increase Waikīkī's appeal through the provision of new entertainment and retail venues and a variety of public open space and other civic amenities. Economic and social benefits will also result from increased employment and increased tax revenues.

5) Substantially affects public health;

Discussion: The proposed project is consistent with the existing land use and is not expected to affect public health.

6) Involves substantial secondary impacts, such as population changes or effects on public facilities;

Discussion: Implementation of the proposed project will result in the net addition of approximately 235 hotel rooms, resulting in a commensurate increase in the de-facto daily population in Waikīkī. The net increase in rooms represents less than 1 per cent of the total number of hotel rooms currently in Waikīkī. Hence, the impact of the increase in population is expected to be relatively minor. Effects on public facilities are explored in Section 5.





7) Involves a substantial degradation of environmental quality;

Discussion: The proposed project will not involve a substantial degradation of environmental quality. To the contrary, the proposed development will significantly enhance an area that is now characterized by aging hotels and storefronts, congestion, and urban clutter.

8) Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions;

Discussion: The proposed project is not a precursor for future actions and the full scope of the project is addressed in the Draft EIS.

9) Substantially affects a rare, threatened, or endangered species, or its habitat;

Discussion: The subject properties are currently developed with hotel and retail uses. The proposed project will redevelop several of the properties with similar land uses. This action is not expected to affect any rare, threatened, or endangered species or habitats.

10) Detrimentially affects air or water quality or ambient noise levels;

Discussion: Relevant studies have been conducted during the preparation of the Draft EIS. These include studies of air quality, noise, traffic, ground water quality, and ocean water quality. These studies address impacts of the project in the short term, during construction, and in the long term, and propose mitigative measures as appropriate.

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: The portion of the project site to be redeveloped is located one block mauka of Waikiki Beach, north of Kalia Road in Flood Zone AO (depth 2). There is no major construction proposed for the portion of the subject property located south of Kalia Road, in Flood Zone AE (elevations 6 and 7).

12) Substantially affects scenic vistas and viewplanes identified in county or state plans or studies; or,

Discussion: Phase 1 of the proposed project will demolish several existing structures. Three existing towers ('Ohana Waikiki Village, 'Ohana Waikiki Tower, and the 'Ohana Reef Towers) will be retained and the remaining buildings will be demolished and replaced with a lower profile retail development. Phase 2 of the proposed project will involve the construction of elevated pedestrianways across Beach Walk connecting the Phase I improvements to a new 27-story hotel tower at Saratoga Road and Kalia Road. The latter will impact the Beach Walk mauka-makai view plane. The new Saratoga hotel tower will replace three low and mid-rise hotel structures ('Ohana Royal Islander, 'Ohana Reef Lanais, and the Malihini hotel, altering the view plane at this location. These impacts are described in Section 5.





13) Requires substantial energy consumption.

Discussion: The proposed project will increase floor area and number of hotel rooms, thereby increasing electrical energy consumption. Modern systems in new and renovated facilities will replace less efficient systems in older buildings, improving the efficiency of energy consumption.

6.6 Reason for EIS

All projects proposed in the Waikīkī Special District must be evaluated through the State environmental review process. The magnitude of demolition and construction proposed in this redevelopment project warrants the preparation of an Environmental Impact Statement in accordance with Chapter 343, Hawai'i Revised Statutes.



Section 7.0

ALTERNATIVES TO THE PROPOSED ACTION



7.0 ALTERNATIVES TO THE PROPOSED ACTION

7.1 NO ACTION ALTERNATIVE

The no-action alternative would maintain the Lewers/Saratoga properties in their existing condition with only "patch and paint" improvements. These improvements would not require environmental studies, or a City and County of Honolulu Planned Development Resort permit, or the closure of a public road. The no action alternative is also the only viable alternative which does not require that Outrigger acquire fee ownership in all parcels in the project area.

The existing ground floor shops and restaurants would continue to operate, aided by periodic maintenance and repairs. Hotel operations would be reduced over time as the systems fail and older hotels become too costly to operate or too obsolete to continue to rent out. An example of this is the Edgewater Lanais, where hotel operations ceased in December of 1992 upon reaching a point of diminishing financial returns. Currently, the upper floors of the building are vacant, commercial offices occupy lower floors, and retail spaces line the ground level along Lewers Street.

The infrastructure in several other structures is nearing the point where it will no longer be feasible to operate the guestrooms. The 'Ohana Coral Seas and 'Ohana Edgewater, with a combined total of 293 hotel rooms, have recently been closed. The 'Ohana Waikiki Village and Waikiki Tower will continue to operate under this alternative, as will the Reef Towers, Reef on the Beach, and Islander Waikiki.

The existing roadways and traffic circulation pattern will remain under this alternative. Helumoa Road will remain open between Lewers Street and Beach Walk. Traffic and parking demand may be expected to decrease in the area as hotel rooms are shut down.

On-street loading practices would continue on Lewers Street, Beach Walk, and Kālia Road. The number of service vehicles would likely remain at current levels due to the continued presence of multiple retail operations.

With less comprehensive renovations than those proposed in this project, the properties would deteriorate further and the area would become a less desirable and blighted section of Waikiki. Tax revenues generated by the area would decline as hotel rooms close and property values and the quality of commercial uses decline. The pedestrian experience would deteriorate, which could be detrimental to businesses that rely upon foot traffic, especially those along Lewers Street. The "patch and paint" alternative would also forego the opportunity to create a public gathering place, a revitalized street environment, and renovated and new hotel product attuned to contemporary visitor expectations.





7.2 POSTPONING ACTION PENDING FURTHER STUDY

This alternative would involve deferring completion of the planned project until additional studies concerning potential impacts are completed.

Postponing action would maintain the existing conditions in the project area. The existing ground floor shops and restaurants would continue to operate, aided by regularly scheduled maintenance and repairs. By delaying action, properties would deteriorate further and the area would become a ~~less desirable~~ increasingly blighted section of Waikiki. Postponing action ~~also induces the risk that the economic climate will be not be as favorable after the period of delay, which may also threatens the economic feasibility of the project and increase financial risk which may, in turn, jeopardize the long-term viability of~~ foreclose proceeding with the envisioned action.

No further studies are considered necessary with regards to impacts of the proposed project on existing environmental conditions. However, there are studies underway or being considered related to public transportation and parking in Waikiki. Potential areas of further study include:

- Bus Rapid Transit System (BRT)
- Peripheral Parking
- Potential BID partnership between existing hotel parking facilities

7.3 ALTERNATIVE LOCATIONS FOR PROPOSED PROJECT

It is the desire of Outrigger Enterprises, Inc. to revitalize its holdings in the Lewers/Saratoga area. Given this objective, and its lack of holdings of comparable size and location, redevelopment of alternative sites was not considered.

7.4 ALTERNATIVE REDEVELOPMENT STRATEGIES

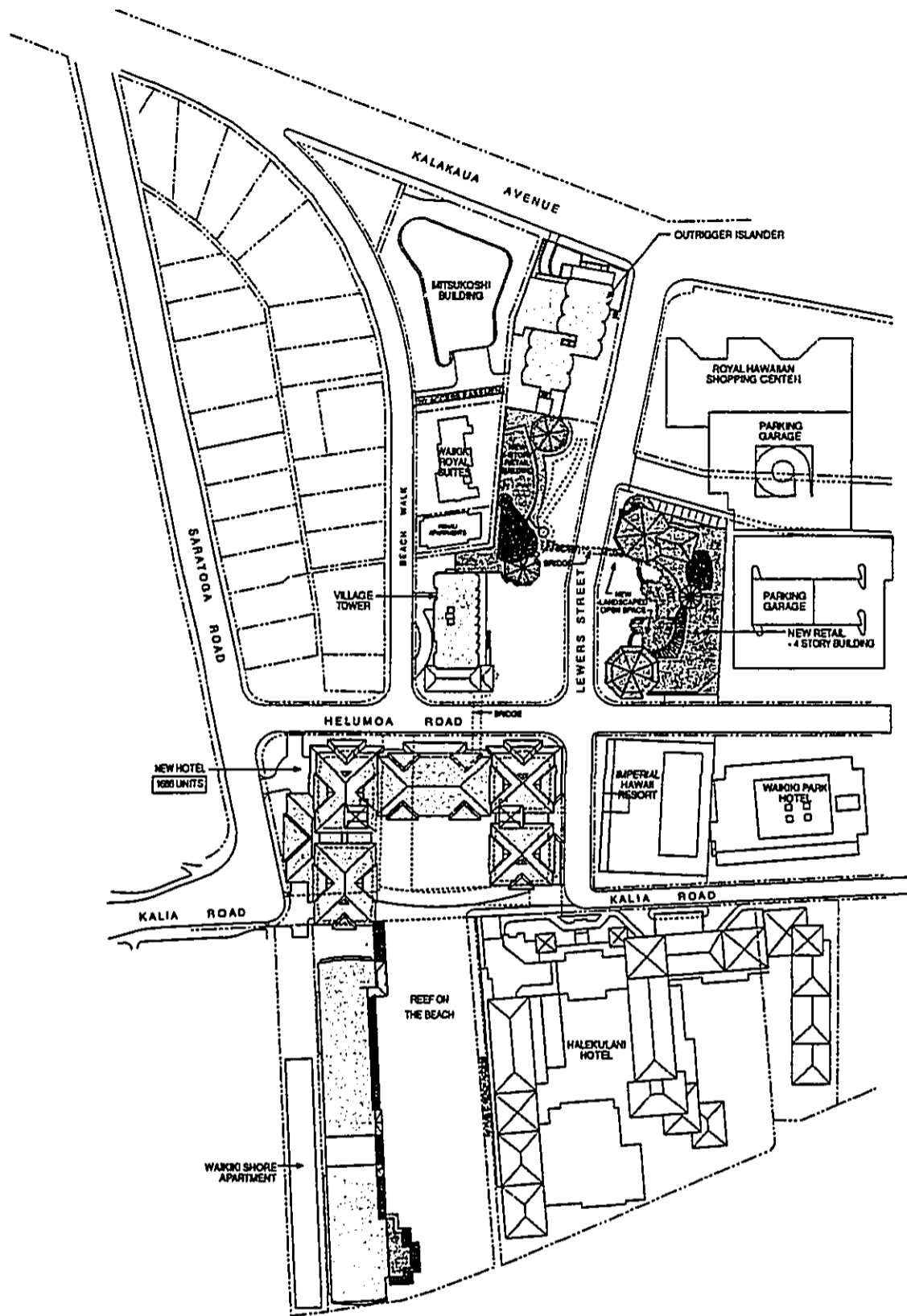
Over the past decade, Outrigger has studied a series of alternative development strategies and configurations, ranging from street closure/super-block consolidation of its properties to accommodate development of a new 2000 room hotel, to minimal "patch-paint-sell" options. All of the alternatives considered meet the basic need to upgrade Outrigger's hotel product, and several have significant financial potential. None, however, has the broader place-making potential of the preferred alternative, or the capacity to contribute as substantially to the larger goal of promoting the long-term viability of Waikiki as a world-class visitor destination. Two representative alternatives are discussed below.

Alternative A – Kālia Hotel (1997)

In 1997, Outrigger Enterprises explored a concept for this area of Waikiki that would develop separate retail and hotel centers, as shown in Figure 7-1.

The retail component of the concept would replace the Edgewater Lanais and 'Ohana Coral Seas with a new four-story retail building of approximately 50,000 square feet. The Reef Towers, across Lewers Street, would be demolished and replaced with a





Alternative A - Kālia Hotel

Waikīkī Beach Walk

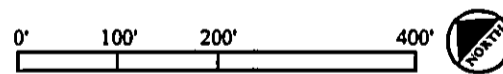


Figure 7-1



100,000 square foot four-story retail structure. An overhead pedestrian bridge would link the two developments. With 40,000 SF of retail in the proposed hotel (see next paragraph), the retail area in this area would total approximately 190,000 SF compared with approximately 125,000 SF of retail in the same area of the proposed action. This alternative also considered creating a park next to the Waikiki Village at the site of the existing Carl's Jr. restaurant.

With the retail hub conceived along Lewers Street, the 1997 design envisioned a new 1700-room hotel directly across from the Outrigger Reef on the Beach. In this alternative, Beach Walk would be acquired between Helumoa Road and the Reef on the Beach. Kālia Road would be acquired between Saratoga Road and Lewers Street and Helumoa Road would be extended to Saratoga Road. The new Hotel would be located on the new block bounded by Saratoga Road, Helumoa Road, Lewers Street, and the Reef on the Beach and Halekūlani Hotels. East-west circulation through the area would be via Helumoa Road.

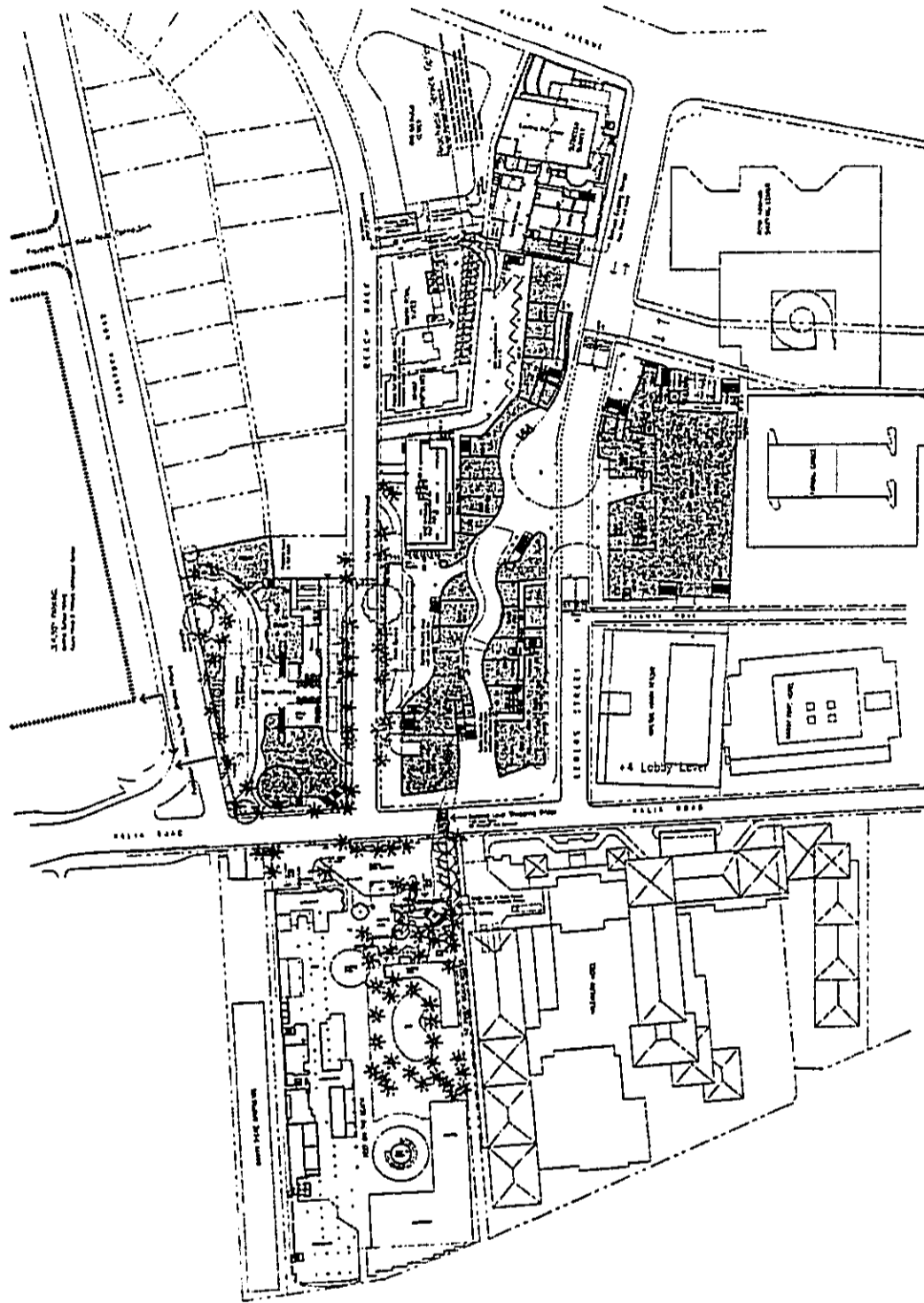
Under this alternative, approximately 1,500 hotel rooms would be demolished for the development of new hotel and retail areas. In comparison, approximately 657 rooms will be demolished under the proposed action. This alternative would result in a total of 3,270 new and existing hotel rooms for the area, about 70 less than under the proposed action.

The main differences between Alternative A and the proposed action are that Alternative A develops a substantially larger retail presence, provides a significantly larger number of new hotel rooms, and distinctly separates the retail from hotel uses. Changes to the circulation are significant in this alternative. More extensive open space is provided in the retail node and park areas, although greater massing in the new hotel towers offset this advantage.

Ultimately, the 1997 alternative was not pursued because it was not determined to be economically feasible to demolish so many rooms (1,500) and build so many new hotel units (1,690). At the same time, the orientation and massing of the new towers proved undesirable.

The proposed action creates a more integrated hotel and retail resort setting, interspersed with street level and above ground pedestrian circulation routes. The Waikiki Beach Walk project scales back the retail component to two stories and retains and renovates more existing hotel rooms than the 1997 alternative. ~~combines the renovation of existing hotel rooms and replacement of only a more limited demolition of substandard hotel properties.~~ The proposed number of hotel rooms under the proposed action is only slightly higher (~ 70 rooms) than for ~~this~~ the 1997 alternative, and new hotel development is limited to a single tower, located and oriented to preserve mauka-makai viewplanes.





Alternative B - Lewers Street Retail
 Waikiki Beach Walk

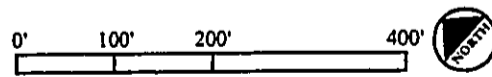


Figure 7-2



Alternative B – Lewers Street Retail (1999)

A 1999 alternative for Outrigger's Lewers Street properties envisioned an extensive retail development, as shown in Figure 7-2. It is similar to the proposed action in that it maintains the Waikikī Tower and Waikikī Beach hotels and integrates a retail promenade through the towers and mauka on Lewers Street. Under the 1999 alternative, the retail component would be 4 stories tall. As in the proposed action, the aging Edgewater Lanais, Coral Seas and Edgewater hotels would be demolished. Unlike the proposed action, the 1999 alternative would create four stories of retail space in the lower levels of the Reef Towers hotel. This new retail area would be linked to the retail promenade and plaza at the street level and via a sweeping multileveled pedestrian bridge across Lewers Street.

A total of 893 rooms would be demolished in Alternative B, compared with 657 in the proposed action. Alternative B would result in approximately 160,000 SF of new retail space compared to approximately 100,000 SF for the proposed action in the area surrounding the open plaza.

The 1999 alternative did not propose any significant changes to the Reef on the Beach or Waikikī Islander hotels. As in the case of the proposed action, a new 890-room hotel tower on Saratoga Road would be developed.

Compared with the 1997 alternative, the 1999 plan would require ~~less significant fewer~~ roadway realignments and demolition of fewer existing rooms. Like the proposed action, the 1999 plan calls for the acquisition and closure of Helumoa Road between Lewers Street and Beach Walk.

The 1999 option provides an integrated resort atmosphere with extensive provisions for pedestrian circulation. It incorporates use of existing hotel rooms rather than demolishing and creating new rooms. Ultimately, however, the 1999 plan was not implemented due to perceived shortcomings in achieving Outrigger's place-making objectives and a failure to adequately integrate the various hotel properties.

The limitations of the 1999 options have been overcome in the proposed action. The proposed Kālia Road podium, which provides meeting/banquet facilities not included in earlier alternatives, serves to physically and functionally link the project's hotels. The retail component is reduced to a more human-scale, and public open space at the street level is greatly enhanced. The number of existing hotel rooms subject to demolition under the proposed action is substantially reduced.

7.5 ALTERNATIVE CONFIGURATION FOR PROPOSED PROJECT

An alternative configuration of the current proposed action entails closing a section of Lewers between Don Ho Lane and Helumoa Road. The purpose of the road closure would be to create an expanded public plaza between the retail promenade and the





'Ohana Reef Towers. This option would encourage the primary use of the street to be used as a pedestrian thoroughfare.

Lewers Street would remain a public street, owned by the City & County of Honolulu. Access would be given to emergency and service vehicles. The expanded plaza area could be open to service vehicles in the early morning hours and closed for exclusive pedestrian use during the afternoon and evening.

This configuration option creates an atmosphere that cohesively integrates the 'Ohana Reef Towers with the rest of the hotel and retail resort setting, encouraging street level pedestrian circulation between the two sides of the street. This option is currently being discussed between Outrigger Enterprises, neighboring property owners, and the City and County of Honolulu.

The traffic study, prepared by Kaku Associates, Inc. and included as Appendix K, assessed the impacts of the potential closure of a portion of Lewers Street ~~to~~ on access to nearby properties and to area traffic conditions.

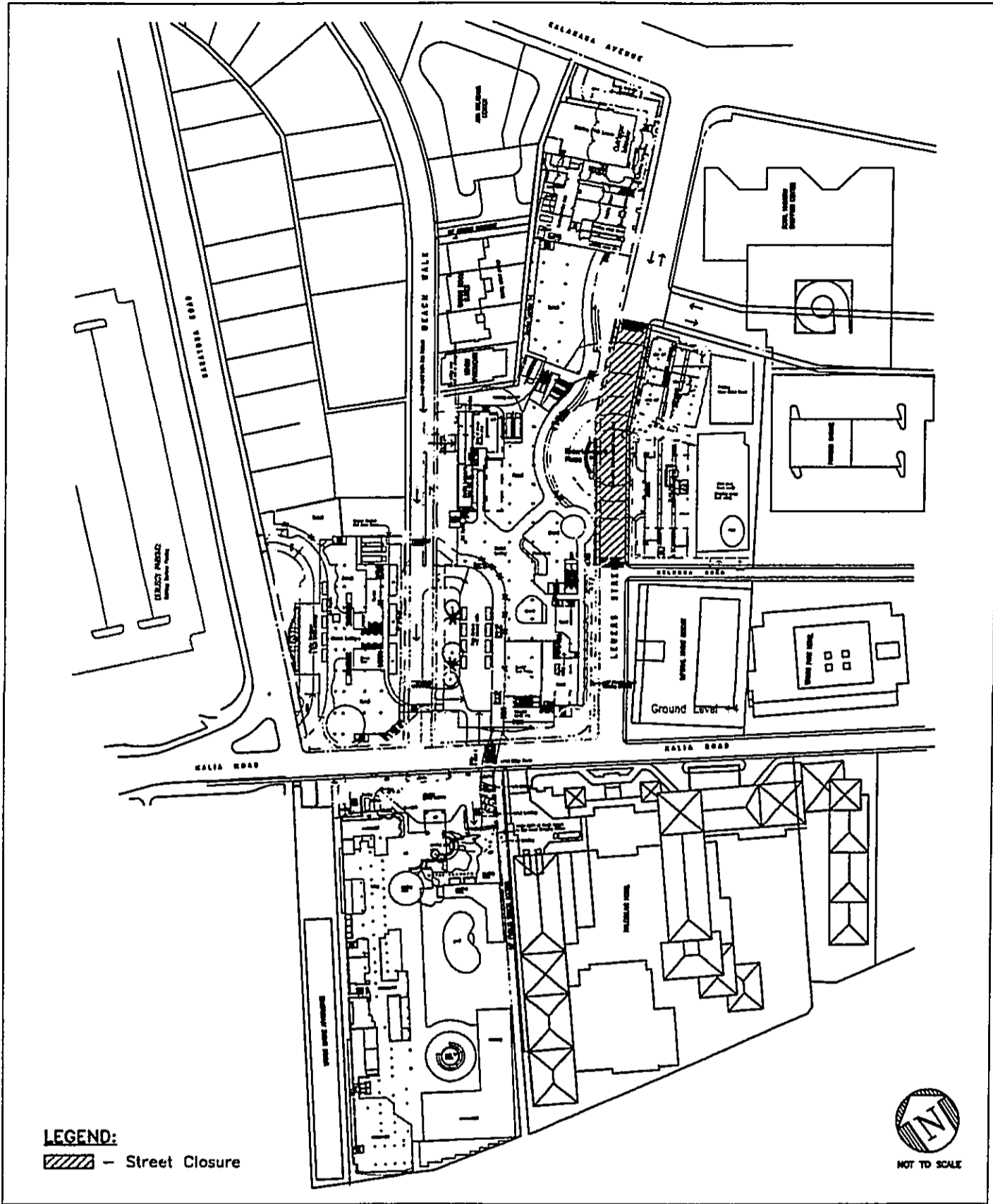
A review of the properties in the study area indicates that up to 5 non-Outrigger properties could use Lewers Street to gain access to their site and may be impacted by the proposed closure of the street. These properties are the Halekūlani Hotel, Parc Hotel, Sheraton Waikīkī Hotel, Royal Hawaiian Shopping Center, and Imperial hotel.

In order to ensure that access continue to each of the properties identified above, and to maintain an appropriate level of circulation within the study area, the following improvements would be recommended under this alternative, as illustrated in Figure 7-3:

1. Convert Kālia Road from one-way Ewa-bound to two-way from Saratoga Road to its termination near the Sheraton Waikīkī Hotel parking facility.
2. Widen the portion of Kālia Road from Beach Walk to Saratoga Road by approximately 10 feet to accommodate the re-configuration of the intersection of Kālia Road and Saratoga Road.
3. Re-configure the intersection of Kālia Road and Saratoga Road to provide a shared through/right-turn lane in the 'Ewa-bound approach; a through lane and an exclusive left-turn lane in the Diamond Head-bound approach; and left-turn lane and a right-turn lane in the makai-bound approach.
4. Convert Lewers Street from one-way makai-bound to two-way in the portion from Helumoa Road to Kālia road.

The traffic study details current and potential access plans for the neighboring properties should a portion of Lewers Street be closed in the future.

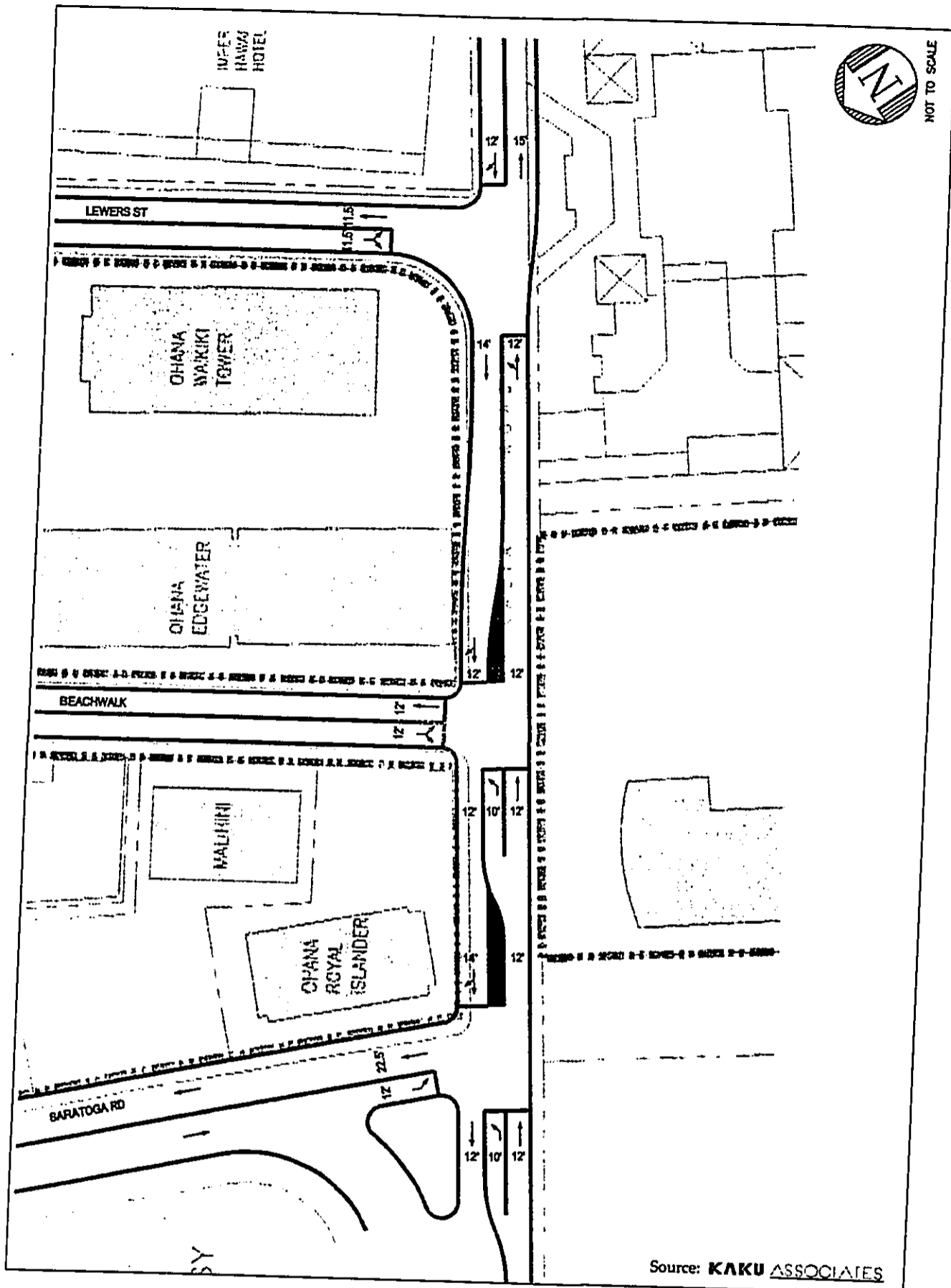




Site Plan for Project Alternative (Lewers Street Closure)

Waikiki Beach Walk

Figure 7-3



Proposed Improvements to Kālia Road (Lewers Street Closure)
 Waikīkī Beach Walk

Figure 7-4



A level of service analysis was also performed for the project alternative scenario. All of the study intersections but one, the intersection of Kālia Road and Saratoga Road, would continue to operate at LOS D or better with the closure of a segment of Lewers Street. The intersection of Kālia/Saratoga is projected to have average delays of 17 seconds per vehicle resulting in an operating condition of LOS C during the morning peak hour and average delays of 65 seconds per vehicle and LOS F during the evening peak hour under these future conditions.

It is recommended that the proposed mitigation measure for the intersection of Kālia Road and Saratoga Street be the installation of a traffic signal at this location. If this signal were installed at this location, the intersection would operate at LOS B during the morning peak hour and LOS C during the evening peak hour and the significant impact would be mitigated. No additional improvements would be necessary.



THE INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 12-22-2010 BY 60322 UCBAW/STW



Section 8.0
REQUIRED APPROVALS & PERMITS



8.0 REQUIRED APPROVALS & PERMITS

This section includes a description of the required approvals and permits to implement the proposed Outrigger Waikiki Beach Walk project. The entitlements, as shown in Table 8-1, include a City & County of Honolulu Planned Development-Resort (PD-R) Approval and a Special Management Area (SMA) Use Permit. All necessary ministerial permits such as grading and building will be obtained prior to construction.

<u>Major Permit or Approval</u>	<u>Authority</u>
Special Management Area (SMA) Use Permit	City & County of Honolulu
Planned Development-Resort (PD-R) Approval	City & County of Honolulu
Environmental Impact Statement	HRS Chapter 343, City & County of Honolulu

8.1 SPECIAL MANAGEMENT AREA USE PERMIT

The policy of the City & County of Honolulu is to preserve, protect, and as applicable restore the natural resources of Hawai'i's coastal areas. The SMA designation places special controls on development within an area along the shoreline. These controls are necessary to avoid permanent loss of valuable resources and to insure that adequate public access is provided to publicly owned or used beaches, recreation areas, and natural reserves.

The issuance of a SMA use permit authorizes a project, the value of which exceeds \$125,000, to proceed with development. The permitting process allows the county authority to review the SMA use permit application to insure that all potential cumulative effects to the environment have been considered, evaluated, and, where necessary, mitigated. This Environmental Impact Statement has been prepared to address applicable SMA requirements (Revised Ordinances of Honolulu, Chapter 25).

8.2 WAIKĪKĪ SPECIAL DISTRICT: PLANNED DEVELOPMENT-RESORT (PD-R) APPLICATION

The Planned Development-Resort (PD-R) application allows opportunities for redevelopment within the Waikiki Special District that may not be possible under standard guidelines. Under sec. 21-9.80-4(d) of the City & County of Honolulu Land Use Ordinance, a PD-R application details how a project may differ from site development and design standards, including density, height, height setback, yards,





open space, landscaping, and parking. These modifications are may be allowed as long as the project contributes to the overall stability, function, and ambiance and appearance of Waikiki.

Review and approval of planned developments in the Waikiki Special District is a two-step process, as spelled out in the Land Use Ordinance. First, a conceptual plan must be approved by the Honolulu City Council. Applications for conceptual plan approval are submitted to the Department of Planning and Permitting for review. The results of the Department's review are then forwarded along with its recommendation to the Honolulu City Council for action.

The second step is approval of a detailed plan by the Director of Planning and Permitting. Application and processing requirements are the same as for obtaining a Major Permit in the Waikiki Special District.

The provisions of the Land Use Ordinance specify that certain zoning standards and minimum requirements may be modified for planned development projects in the Waikiki Special District, subject to their review and approval in concept by the City Council, and in detail by the Director of Planning and Permitting. Section 3.2.6 details proposed modifications to WSD site development & design standards. The final approval of the project is considered a major special district permit.

8.3 OTHER POTENTIAL PERMITS

Unresolved at this time is the possible requirement for a Conditional Use Permit for Joint Development and a Conditional Use Permit for Off-Site Parking. If these permits are determined to be applicable, they will be processed through the City and County Department of Planning and Permitting.

8.4 MINISTERIAL PERMITS

Implementation of the Waikiki Beach Walk project will require grading and building permits, as well as sewer and water connection permits. The excavation and foundation work at the -4 foot elevation parking level will involve dewatering, which may require an NPDES permit from the State Department of Health.

In addition, the unique elements of the project design may require additional approvals. Proposed pedestrian bridges over Kalia Road (Phase 1) and Beach Walk (Phase 2) will require subdivision approval to create easements for "air rights" over the roads. Surface encroachment and alternate paving material variances may also be required.



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Section 9.0

PARTIES CONSULTED IN THE PREPARATION OF
THE FINAL ENVIRONMENTAL IMPACT
STATEMENT



9.0 PARTIES CONSULTED DURING THE PREPARATION OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT

This section lists the agencies, organizations, and individuals that were sent the Environmental Impact Notice of Preparation and/or ~~this~~ the Draft Environmental Impact Statement. A (✓) indicates that the EISPN or DEIS was delivered to the party. An (L) indicates that a letter was sent to the party notifying them of the availability of the DEIS at various public libraries and from the project consultant, Group 70 International, Inc. A (C) indicates those individuals and organizations which provided comment letters. These comments and response letters are included in this Section.

9.1 FEDERAL GOVERNMENT

	EISPN	DEIS
U.S. Army Corp of Engineers, Pacific Ocean Division, Commander & Division Engineer	✓, C	✓, C
Hale Koa Hotel, Fort DeRussy- U.S. Army Pacific HQ	✓	✓
Department of the Interior, Fish & Wildlife Service, Pacific Islands Administrator	✓	✓
US National Marine Fisheries Service		✓

9.2 STATE OF HAWAII

DBEDT Library		✓
DEBDT- Office of Planning	✓	✓
Department of Accounting and General Services		✓, C
Department of Agriculture		✓
Department of Business, Economic Development and Tourism (DBEDT) - Energy, Resources & Technology Division	✓, C	✓, C
Department of Defense		✓, C
Department of Hawaiian Homelands		✓, C
Department of Health (DOH)	✓	✓ (3), C
Department of Land and Natural Resources (DLNR)- Land Division	✓, C	✓
Department of Transportation (DOT)	✓, C	✓
DLNR- State Historic Preservation Division	✓, C	✓, C
DOH- Environmental Planning Office	✓, C	✓
Hawaii Tourism Authority (HTA)	✓, C	✓
Kaimuki Library		✓
Legislative Reference Bureau		✓
Manoa Library		✓
McCully-Moiliili Library		✓





Office of Environmental Quality Control (OEQC)	✓, C	✓ (5), C
Office of Hawaiian Affairs (OHA)	✓, C	✓, C
State Main Library		✓
UH Environmental Center	✓	✓ (4), C
UH Hamilton Library		✓
UH Water Resources Research Center		✓
Waikiki-Kapahulu Public Library	✓	✓

9.3 CITY & COUNTY OF HONOLULU

Board of Water Supply	✓, C	✓, C
Department of Design & Construction	✓	✓, C
Department of Environmental Services	✓	✓, C
Department of Facility Maintenance	✓	✓
Department of Parks and Recreation	✓, C	✓, C
Department of Planning and Permitting	✓, C	✓, C
Department of Transportation Services	✓, C	✓, C
Fire Department	✓, C	✓, C
Honolulu Municipal Reference and Records Ctr		✓
Office of the Mayor		✓
Police Department	✓, C	✓, C
Dept of Budget and Fiscal Services	✓	✓

9.4 ELECTED OFFICIALS

Councilmember Andrew Mirikitani	✓	L
Councilmember Duke Bainum	✓	✓
Councilmember Gary Okino	✓	L
Councilmember John DeSoto	✓	L
Councilmember John Henry Felix	✓	L
Councilmember John Yoshimura	✓	L
Councilmember Rene Mansho	✓	L
Councilmember Romy Cachola	✓	✓
Councilmember Steve Holmes	✓	L
Representative Barbara Marumoto	✓	L
Representative Calvin Say	✓	L
Representative Galen Fox	✓	✓
Representative Mindy Jaffe	✓	L
Representative Scott Saiki	✓	L
Senator Brian Taniguchi	✓	L
Senator Carol Fukunaga	✓	L
Senator Les Ihara, Jr.	✓	✓
Senator Matt Matsunaga	✓	L





9.5 NEIGHBORHOOD BOARDS

Waikiki Neighborhood Board No. 9	✓	✓
Diamond Head/Kapahulu/St. Louis Heights NB No. 5	✓	L
Waialae-Kahala NB No. 3	✓	L

9.6 ORGANIZATIONS AND INDIVIDUALS

Ahupua'a Action Alliance	✓	✓
AIA Honolulu	✓	L
Ala Moana Residents Advisory Council	✓	L
AM Partners, Inc.	C	✓
ANA Kalakaua Building	✓	L
Andrade Trust		✓
Bremmer, Donald A.		C
Carroll, George		✓
Chun, Calvert & Emily	✓	L
Chun, Esther	✓	L
Clarice Garrison		✓
Comete Realty Limited	✓	L
Construction Industry Legislative Organization	✓	L
Diamond Head Home Owners	✓	L
Duty Free Shoppers LTD	✓	L
Dyer, Peter T.	✓	L
Florence Uyeda Trust	✓	L
Green International Corporation	✓	L
Halekulani-Parc Hotels	✓	L, C
Hawaii Chamber of Commerce		L
Hawaiian Electric Company	✓	L
Hawaii Hotel Association	✓	✓
Hawaii's Thousands Friends	✓	✓
Hawaiiana Hotel Corporation	✓	L
Historic Hawaii Foundation	✓	L
Imperial Hawaii Resort at Waikiki	✓	L, C
Jabron Mango Partners		✓
Jacqueline Johnson		✓
K Properties Inc.	✓	L
Kai Aloha LTD	✓	L
Kamehameha Schools	✓	L
Kyotaru Co. LTD	✓	L
Kyo-Ya Co. LTD	✓, C	✓, C
Legislative Information Service of Hawaii	✓	L
Life of the Land	✓	✓





Marie L. M. Lee Trust	✓	L
Mark A. Robinson Trust Est.	✓	L
Melinda Alison/Pac Century		✓
Mitchell, Christen	C	✓
MOS Food Services, Inc.	✓	L
Nakamitsu Corporation	✓	L
Niihau Apartments	✓	L
Nippon Rent-A-Car Services	✓	L
Nippon Shinpan USA, Inc.	✓	L
Outdoor Circle	✓	✓
Petty, Ronald A.	✓	L
Resort Properties Dev., Consolidated Resorts Inc., American Tr Co of Hawaii Inc. TRS, Corners of the World	✓	L
RGM Trust	✓	L
RPC Beachwalk LLC	✓	L
Saratoga Apartments-Hotel Inc.	✓	L
Save Our Beach	✓	L
Save Our Surf	✓	L
Sheraton Waikiki Hotel	✓	L
Sherry Waikiki, Hawaii Sekitei Corporation	✓	L
Sierra Club	✓	✓
Stephenson, Richard	C	✓, C
Stewart Family Partners	✓	L
Sturgeon, Duke	✓	L
Sumire Shoji Yugen Gaisha	✓, C	✓
Sutton Family Partners		✓
The League of Women Voters of Honolulu	✓	✓
Urasenke International, Inc.	✓	L
Waikiki Bazaar Inc.	✓	L
Waikiki Business Improvement District Association	✓	✓
Waikiki Community Center	✓	L
Waikiki Improvement Association	✓	✓
Waikiki Land Novelty Co., Inc.	✓	L
Waikiki Oahu Visitor's Association	✓	✓
Waikiki Residents Association	✓	✓
Waikiki Royal Suites	✓	L
Waikiki Royal, Hawaii Katokichi Inc.	✓	L
Waikiki Shores Condominium	✓	L
Watumull Properties Corporation	✓	L
Wendy B. Johnson, Trustee	✓	L



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9.7 MEDIA

Honolulu Advertiser, City Editor	✓	✓
Honolulu Star Bulletin, City Editor	✓	✓
KGMB TV 9 and 3, News Editor	✓	L
KHON TV 2	✓	L
KITV 4	✓	L
Pacific Business News, Editorial Department	✓	✓
The Waikiki News	✓	L



Waikīkī Beach Walk

EIS Notice of Preparation
Comment and Response Letters



DEPARTMENT OF THE ARMY
U.S. Army Engineer District, Honolulu
FT. SHAFTER, HAWAII 96858-5440

REPLY TO
ATTENTION OF

August 6, 2001

Civil Works Technical Branch

Ms. Ardis Shaw-Kim
City and County of Honolulu
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Kim:

Thank you for the opportunity to review and comment on the Environmental Impact Statement Notice (EISPN) of Preparation for the Waikiki Beach Walk Development Project, Waikiki, Oahu (TMKS 2-6-2: 15, 16; 2-6-3: 1-12, 21, 32, 34, 35, 39, 52, 56; and, 2-6-4: 10). 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. Based on the information provided, a DA permit will not be required for the project..
- b. The flood hazard information provided on page 12 of the EISPN is correct.

Should you require additional information, please contact Ms. Jessie Dobinchick of my staff at (808) 438-8876.

Sincerely,

James Pennaz
James Pennaz, P.E.
Chief, Civil Works
Technical Branch



HELEN S. OAK
ARTHUR D. OAK, AICP
NORMAN G. MOORE, AIA
STEPHEN B. SCOTT, AIA, AIAA
MICHAEL H. OAK
BOB W. HARRIS, AIA, AIAA
JAMES I. HARRIS, AIA
RICHARD E. HARRIS, AIAA
STEPHEN H. HARRIS, AIA
LEONARD C. HARRIS, AIA
GEORGE I. HARRIS, AIA
PAUL J. HARRIS, AIA
WINDY LEE COOK, AIA, AIAA
FRANK J. COOK
SUZANNE L. COOK
JAMES C. HALL, AIA
BOB A. HARRIS, AIA, AIAA
STEPHEN W. HARRIS, AIA
CHRISTY HARRIS, AIA
DANIEL HARRIS
LISA B. HARRIS
LISA F. HARRIS
KATHY A. HARRIS
JAMES H. HARRIS, AIAA
CHRISTINE M. HARRIS, AIAA
NORMAN J. HARRIS
SUE HARRIS
SUE HARRIS, AIA
SUE HARRIS, AIAA

October 10, 2001

Mr. James Pennaz, P.E.
Department of the Army
U.S. Army Engineer District, Honolulu
Fort Shafter, HI 96858-5440
Attn: Civil Works Technical Branch

Subject: Outrigger Waikiki Beach Walk Project
EIS Preparation Notice

Dear Mr. Pennaz:

Thank you for your letter of August 6, 2001 to the Department of Planning and Permitting regarding your review of the Environmental Impact Statement Notice of Preparation (EISPN) for the Outrigger Waikiki Beach Walk project.

We acknowledge and appreciate your comments that a DA permit will not be required for the project, and the flood hazard information on page 12 in the EISPN is correct.

Your comment letter regarding and this response will be included in the DEIS. We will forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,

Christine Ruotola
Christine Ruotola, AICP
Associate



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

Energy Resources & Technology Division
215 South Berkeleys Street, Lualaba Building, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2259, Honolulu, HI 96804-2259
Web Site: www.hawaii.gov/betd

BENJAMIN J. CAVALIANO
Director
SEIU F. NAVA
Director
SHARON S. MUMFORD
Deputy Director
DAVID W. BLAISE
Director, Office of Planning

Telephone: (808) 587-3827
FAX: (808) 587-3820

Dept. of Planning and Permitting
Attn.: Ardis Shaw-Kim
Page 2
August 10, 2001

2. Energy saving design practices and technologies. We recommend that energy efficient design practices and technologies be specifically addressed. 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; and
 - Use of landscaping for dust control and to minimize heat gain to area.
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
Group 70 International

'01 AUG 15 PM 2 44
DEPT. OF PLANNING
PERMITTING
CITY & COUNTY OF HONOLULU

August 10, 2001

Department of Planning and Permitting
650 S. King St, 7th Floor
Honolulu, Hawaii 96813
Attn: Ardis Shaw-Kim

Subject: Waikiki Beach Walk—Environmental Impact Statement Notice of Preparation (EISP/N)

Tax Map Key: 2-6-002: 015, 016
2-6-003: 001, 002, 003, 004, 006, 007, 008, 009, 010,
011, 012, 021, 032, 034, 035, 039, 052,
056 (por.), 057
2-6-004: 010

Thank you for the opportunity to provide comments on the Environmental Impact Statement Notice of Preparation (EISP/N) for the redevelopment of Ourigger Enterprises, Inc.'s properties in the Lewers/Saratoga area of Waikiki. We would like to call your attention to: (1) 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 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 for installation of energy efficient technologies.

Guidelines for Sustainable Building Design in Hawai'i

A planner's checklist

(Adopted by the Environmental Council on October 13, 1999)

Introduction

Hawai'i law calls for efforts to conserve natural resources, promote efficient use of water and energy and encourage recycling of waste products. Planning a project from the very beginning to include sustainable design concepts can be a critical step toward meeting these goals.

The purpose of the state's environmental review law (HRS Ch. 343) is to encourage a full, accurate and complete analysis of proposed actions, promote public participation and support enlightened decision making by public officials. The Office of Environmental Quality Control offers the following guidelines for preparers of environmental reviews under the authority of HRS 343 to assist agencies and applicants in meeting these goals.

These guidelines do not constitute rules or law. They have been refined by staff and peer review to provide a checklist of items that will help the design team create projects that will have a minimal impact on Hawai'i's environment and make wise use of our natural resources. In a word, projects that are *sustainable*.

A sustainable building is built to minimize energy use, expense, waste, and impact on the environment. It seeks to improve the region's sustainability by meeting the needs of Hawai'i's residents and visitors today without compromising the needs of future generations. Compared to conventional projects, a resource-efficient building project will:

- I. Use less energy for operation and maintenance
- II. Contain less embodied energy (e.g. locally produced building products often contain less embodied energy than imported products because they require less energy-consuming transportation.)
- III. Protect the environment by preserving/conserving water and other natural resources and by minimizing impact on the site and ecosystems
- IV. Minimize health risks to those who construct, maintain, and occupy the building
- V. Minimize construction waste
- VI. Recycle and reuse generated construction wastes

- VII. Use resource-efficient building materials (e.g. materials with recycled content and low embodied energy, and materials that are recyclable, renewable, environmentally benign, non-toxic, low VOC (Volatile Organic Compound) emitting, durable, and that give high life cycle value for the cost.)
- VIII. Provide the highest quality product practical at competitive (affordable) first and life cycle costs.

In order to avoid excessive overlapping of items, the checklist is designed to be read in totality, not just as individual sections. This checklist tries to address a range of project types, large scale as well as small scale. Please use items that are appropriate to the type and scale of the project.

Although this list will help promote careful and sensitive planning, mere compliance with this checklist does not confirm sustainability. Compliance with and knowledge of current building codes by users of this checklist is also required.

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 DEPT. OF PLANNING
 CITY & COUNTY OF HONOLULU

I. Pre Design

1. Hold programming team meeting with client representative, Project Manager, planning consultant, architectural consultant, civil engineer, mechanical, electrical, plumbing (MEP) engineer, structural engineer, landscape architect, interior designer, sustainability consultant and other consultants as required by the project. Identify project and sustainability goals. Client representatives and consultants need to work together to ensure that project and environmental goals are met.
2. Develop sustainable guideline goals to insert into outline specifications as part of the Schematic Design documents. Select goals from the following sections that are appropriate for the project.
3. Use Cost-Benefit Method for economic analysis of the sustainability measures chosen. (Cost-Benefit Method is a method of evaluating project choices and investments by comparing the present and life cycle value of expected benefits to the present and life cycle value of expected costs.)
4. Include "Commissioning" in the project budget and schedule. (Building "Commissioning" is the process of ensuring that systems are designed, installed, functionally tested, and capable of being operated and maintained in accordance with specifications that meet the owner's needs, and recognize the owner's financial and operational capacity. It improves the performance of the building systems, resulting in energy efficiency and conservation, improved air quality and lower operation costs. Refer to Section IX.)

II. Site Selection & Site Design

- A. Site Selection
 1. Analyze and assess site characteristics such as vegetation, topography, geology, climate, natural access, solar orientation patterns, water and drainage, and existing utility and transportation infrastructure to determine the appropriate use of the site.
 2. Whenever possible, select a site in a neighborhood where the project can have a positive social, economic and/or environmental impact.
 3. Select a site with short connections to existing municipal infrastructure (sewer lines, water, waste water treatment plant, roads, gas, electricity, telephone, data communication lines and services). Select a site close to mass transportation, bicycle routes and pedestrian access.
- B. Site Preparation and Design
 1. Prepare a thorough existing conditions topographic site plan depicting topography, natural and built features, vegetation, location of site utilities and include solar information,

rainfall data and direction of prevailing winds. Preserve existing resources and natural features to enhance the design and add aesthetic, economic and practical value. Design to minimize the environmental impact of the development on vegetation and topography.

2. Site building(s) to take advantage of natural features and maximize their beneficial effects. Provide for solar access, daylighting and natural cooling. Design ways to integrate the building(s) with the site that maximizes and preserves positive site characteristics, enhances human comfort, safety and health, and achieves operational efficiencies.
3. Locate building(s) to encourage bicycle and pedestrian access and pedestrian oriented uses. Provide bicycle and pedestrian paths, bicycle racks, etc. Racks should be visible and accessible to promote and encourage bicycle commuting.
4. Retain existing topsoil and maintain soil health by clearing only the areas reserved for the construction of streets, driveways, parking areas, and building foundations. Replant exposed soil areas as soon as possible. Reuse excavated soils for fill and cut vegetation for mulch.
5. Grade slopes to a ratio of less than 2 : 1 (run to rise). Balance cut and fill to eliminate hauling. Check grading frequently to prevent accidental over excavation.
6. Minimize the disruption of site drainage patterns. Provide erosion and dust controls, positive site drainage, and siltation basins as required to protect the site during and after construction, especially, in the event of a major storm.
7. Minimize the area required for the building footprint. Consolidate utility and infrastructure in common corridors to minimize site degradation, and cost, improve efficiency, and reduce impermeable surfaces.
8. For termite protection, use non toxic alternatives to pesticides and herbicides, such as Borate treated lumber, Basaltic Termite Barrier, stainless steel termite barrier mesh, and termite resistant materials.

III. Building Design

1. Consider adaptive re-use of existing structures instead of demolishing and/or constructing a new building. Consult the State Historic Preservation Officer for possible existing historic sites that may meet the project needs.
2. Plan for high flexibility while designing building shell and interior spaces to accommodate changing needs of the occupants, and thereby extend the life span of the building.
3. Design for re-use and/or disassembly. (For recyclable and reusable building products, see Section VII.)
4. Design space for recycling and waste diversion opportunities during occupancy.
5. Provide facilities for bicycle and pedestrian commuters (showers, lockers, bike racks, etc.) in commercial areas and other suitable locations.
6. Plan for a comfortable and healthy work environment. Include inviting outdoor spaces, wherever possible. (Refer to Section VIII.)

7. Provide an Integrated Pest Management approach. The use of products such as Termi-mesh, Basaltic Termite Barrier and the Sentinel "bait" system can provide long term protection from termite damage and reduce environmental pollution.
8. Design a building that is energy efficient and resource efficient. (See Sections IV, V, VII.) Determine building operation by-products such as heat gain and build up, waste/gray-water and energy consumption, and plan to minimize them or find alternate uses for them.
 - a. For natural cooling, use
 - a. Reflective or light colored roofing, radiant barrier and/or insulation, roof vents
 - b. Light colored paving (concrete) and building surfaces
 - c. Tree Planting to shade buildings and paved areas
 - d. Building orientation and design that captures trade winds and/or provides for convective cooling of interior spaces when there is no wind.

IV. Energy Use

1. Obtain a copy of the State of Hawaii Model Energy Code (available through the Hawaii State Energy Division, at Tel. 587-3811). Exceed its requirements. (Contact local utility companies for information on tax credits and utility-sponsored programs offering rebates and incentives to businesses for installing qualifying energy efficient technologies.)
2. Use site sensitive orientation to :
 - a. Minimize cooling loads through site shading and carefully planned east-west orientation.
 - b. Incorporate natural ventilation by channeling trade winds.
 - c. Maximize daylighting.
3. Design south, east and west shading devices to minimize solar heat gain.
4. Use spectrally selective units or spectrally selective low-e glazing with a Solar Heat Gain Coefficient (SHGC) of 0.4 or less.
5. Minimize effects of thermal bridging in walls, roofs and window systems.
6. Maximize efficiencies for lighting, Heating, Ventilation, Air Conditioning (HVAC) systems and other equipment. Use insulation and/or radiant barriers, natural ventilation, ceiling fans and shading to avoid the use of air conditioning whenever appropriate.
7. Eliminate hot water in restrooms when possible.
8. Provide tenant sub-metering to encourage utility use accountability.
9. Use renewable energy. Use solar water heaters and consider the use of photovoltaics and Building Integrated Photovoltaics (BIPV).
10. Use available energy resources such as waste heat recovery, when feasible.

A. Lighting

1. Design for at least 15% lower interior lighting power allowance than the Energy Code.
2. Select lamps and ballasts with the highest efficiency, compatible with the desired level of illumination and color rendering specifications. Examples that combine improved color rendering with efficient energy use include compact fluorescent and T8 fluorescents that use tri-phosphor gases.
3. Select lighting fixtures which maximize system efficacy and which have heat removal capabilities
4. Reduce light absorption on surfaces by selecting colors and finishes that provide high reflectance values without glare.
5. Use task lighting with low ambient light levels.
6. Maximize daylighting through the use of vertical fenestration, light shelves, skylights, clerestories, building form and orientation as well as through translucent or transparent interior partitions. Coordinate daylighting with electrical lighting for maximum electrical efficiency.
7. Incorporate daylighting controls and/or motion activated light controls in low or intermittent use areas.
8. Avoid light spillage in exterior lighting by using directional fixtures.
9. Minimize light overlap in exterior lighting schemes.
10. Use lumen maintenance procedures and controls.

B. Mechanical Systems

1. Design to comply with the Energy Code and to exceed its efficiency requirements.
2. Use "Smart Building" monitor/control systems when appropriate.
3. Utilize thermal storage for reduction of peak energy usage.
4. Use Variable air volume systems to save fan power.
5. Use variable speed drives on pumping systems and fans for cooling towers and air handlers.
6. Use air-cooled refrigeration equipment or use cooling towers designed to reduce drift.
7. Specify premium efficiency motors.
8. Reduce the need for mechanical ventilation by reducing sources of indoor air pollution. Use high efficiency air filters and ultraviolet lamps in air handling units. Provide for regular maintenance of filtration systems. Use ASHRAE standards as minimum.
9. Locate fresh air intakes away from polluted or overheated areas. Locate on roof where possible. Separate air intake from air exhausts by at least 40 ft.
10. Use separate HVAC systems to serve areas that operate on widely differing schedules and/or design conditions.
11. Use shut off or set back controls on HVAC system when areas are not occupied.
12. Use condenser heat, waste heat or solar energy. (Contact local utility companies for information on the utility-sponsored Commercial and Industrial Energy Efficiency

Programs which offer incentives to businesses for installing qualifying energy efficient technologies.)

- ___ 13. Evaluate plug-in loads for energy efficiency and power saving features.
- ___ 14. Improve comfort and save energy by reducing the relative humidity by waste reheat, heat pipes or solar heat.
- ___ 15. Minimize heat gain from equipment and appliances by using:
 - a. Environmental Protection Agency (EPA) Energy Star rated appliances.
 - b. Hoods and exhaust fans to remove heat from concentrated sources.
 - c. High performance water heating that exceeds the Energy Code requirements.
- ___ 16. Specify HVAC system "commissioning" period to reduce occupant exposure to Indoor Air Quality (IAQ) contaminants and to maximize system efficiency.

V. Water Use

A. Building Water

- ___ 1. Install water conserving, low flow fixtures as required by the Uniform Plumbing Code.
- ___ 2. If practical, eliminate hot water in restrooms.
- ___ 3. Use self closing faucets (infrared sensors or spring loaded faucets) for lavatories and sinks.

B. Landscaping and Irrigation

(See Section VI.)

VI. Landscape and Irrigation

- ___ 1. Incorporate water efficient landscaping (xeriscaping) using the following principles:
 - a. Planning, Efficient Irrigation: Create watering zones for different conditions. Separate vegetation types by watering requirements. Install moisture sensors to prevent operation of the irrigation system in the rain or if the soil has adequate moisture. Use appropriate sprinkler heads.
 - b. Soil analysis/improvement: Use (locally made) soil amendments and compost for plant nourishment, improved water absorption and holding capacity.
 - c. Appropriate plant selection: Use drought tolerant and/or slow growing hardy grasses, native and indigenous plants, shrubs, ground covers, trees, appropriate for local conditions, to minimize the need for irrigation.
 - d. Practical turf areas: Turf only in areas where it provides functional benefits.

- e. Mulches: Use mulches to minimize evaporation, reduce weed growth and retard erosion.

Contact the local Board of Water Supply for additional information on xeriscaping such as efficient irrigation, soil improvements, mulching, lists of low water-demand plants, tours of xeriscaped facilities, and xeriscape classes.

- ___ 2. Protect existing beneficial site features and save trees to prevent erosion. Establish and carefully mark tree protection areas well before construction.
- ___ 3. Limit staging areas and prevent unnecessary grading of the site to protect existing, especially native, vegetation.
- ___ 4. Use top soil from the graded areas, stockpiled on the site and protected with a silt fence to reduce the need for imported top soil.
- ___ 5. Irrigate with non-potable water or reclaimed water when feasible. Collect rainwater from the roof for irrigation.
- ___ 6. Sub-meter the irrigation system to reduce water consumption and consequently water and sewer fees. Contact the local county agency to obtain irrigation sub-metering requirements and procedures. Locate irrigation controls within sight of the irrigated areas to verify that the system is operating properly.
- ___ 7. Use pervious paving instead of concrete or asphalt paving. Use natural and man-made berms, hills and swales to control water runoff.
- ___ 8. Avoid the use of solvents that contain or leach out pollutants that can contaminate the water resources and runoff. Contact the State of Hawai'i Clean Water Branch at 586-4309 to determine whether a NPDES (National Pollutant Discharge Elimination System) permit is required.
- ___ 9. Use Integrated Pest Management (IPM) techniques. IPM involves a carefully managed use of biological and chemical pest control tactics. It emphasizes minimizing the use of pesticides and maximizing the use of natural process.
- ___ 10. Use trees and bushes that are felled at the building site (i.e. mulch, fence posts). Leave grass trimmings on the lawn to reduce green waste and enhance the natural health of lawns.
- ___ 11. Use recycled content, decay and weather resistant landscape materials such as plastic lumber for planters, benches and decks.

VII. Building Materials & Solid Waste Management

A. Material Selection and Design

- ___ 1. Use durable products.
- ___ 2. Specify and use natural products or products with low embodied energy and/or high recycled content. Products with recycled content include steel, concrete with glass,

drywall, carpet, etc. Use ground recycled concrete, graded glass cullet or asphalt as base or fill material.

- ___ 3. Specify low toxic or non-toxic materials whenever possible, such as low VOC (Volatile Organic Compounds) paints, sealers and adhesives and low or formaldehyde-free materials. Do not use products with CFCs (Chloro-fluoro-carbons).
- ___ 4. Use locally produced products such as plastic lumber, insulation, hydro-mulch, glass tiles, compost.
- ___ 5. Use advanced framing systems that reduce waste, two stud corners, engineered structural products and prefabricated panel systems.
- ___ 6. Use materials which require limited or no application of finishing or surface preparation. (i.e. finished concrete floor surface, glass block and glazing materials, concrete block masonry, etc.)
- ___ 7. Use re-milled salvaged lumber where appropriate and as available. Avoid the use of old growth timber.
- ___ 8. Use sustainably harvested timber.
- ___ 9. Commit to a material selection program that emphasizes efficient and environmentally sensitive use of building materials, and that uses locally available building materials. (A list of Earth friendly products and materials is available through the Green House Hawai'i Project. Call Clean Hawai'i Center, Tel. 587-3802 for the list.)

B. Solid Waste Management, Recycling and Diversion Plan

- ___ 1. Prepare a job-site recycling plan and post it at the job-site office.
- ___ 2. Conduct pre-construction waste minimization and recycling training for employees and sub-contractors.
- ___ 3. Use a central area for all cutting.
- ___ 4. Establish a dedicated waste separation/diversion area. Include Waste/Compost/Recycling collection areas and systems for use during construction process and during the operational life cycle of the building.
- ___ 5. Separate and divert all unused or waste cardboard, ferrous scrap, construction materials and fixtures for recycling and/or forwarding to a salvage exchange facility. Information on "Minimizing C&D (construction and demolition) waste in Hawai'i" is available through Department of Health, Office of Solid Waste Management, Tel. 386-4240.
- ___ 6. Use all green waste, untreated wood and clean drywall on site as soil amendments or divert to offsite recycling facilities.
- ___ 7. Use concrete and asphalt rubble on-site or forward the material for offsite recycling.
- ___ 8. Carefully manage and control waste solvents, paints, sealants, and their used containers. Separate these materials from C&D (construction and demolition) waste and store and dispose them of them carefully.
- ___ 9. Donate unused paint, solvents, sealants to non-profit organizations or list on HIMEX (Hawai'i Materials Exchange). HIMEX is a free service operated by Maui Recycling

- Group, that offers an alternative to landfill disposal of usable materials, and facilitates no-cost trades. See web site, www.himex.org.
- ___ 10. Use suppliers that re-use or recycle packaging material whenever possible.

VIII. Indoor Air Quality

- ___ 1. Design an HVAC system with adequate supply of outdoor air, good ventilation rates, even air distribution, sufficient exhaust ventilation and appropriate air cleaners.
- ___ 2. Develop and specify Indoor Air Quality (IAQ) requirements during design and contract document phases of the project. Monitor compliance in order to minimize or contain IAQ contaminant sources during construction, renovation and remodeling.
- ___ 3. Notify occupants of any type of construction, renovation and remodeling and the effects on IAQ.
- ___ 4. Inspect existing buildings to determine if asbestos and lead paint are present and arrange for removal or abatement as needed.
- ___ 5. Supply workers with, and ensure the use of VOC (Volatile Organic Compounds)-safe masks where required.
- ___ 6. Ensure that HVAC systems are installed, operated and maintained in a manner consistent with their design. Use UV lamps in Air Handling Units to eliminate mold and mildew growth. An improperly functioning HVAC system can harbor biological contaminants such as viruses, bacteria, molds, fungi and pollen, and can cause Sick Building Syndrome (SBS).
- ___ 7. Install separate exhaust fans in rooms where air polluting office equipment is used, and exhaust directly to the exterior of the building, at sufficient distance from the air intake vents.
- ___ 8. Place bird guards over air intakes to prevent pollution of shafts and HVAC ducts.
- ___ 9. Control indoor air pollution by selecting products and finishes that are low or non-toxic and low VOC emitting. Common sources of indoor chemical contaminants are adhesives, carpeting, upholstery, manufactured wood products, copy machines, pesticides and cleaning agents.
- ___ 10. Schedule finish application work to minimize absorption of VOCs into surrounding materials e.g. allow sufficient time for paint and clear finishes to dry before installing carpet and upholstered furniture. Increase ventilation rates during periods of increased pollution.
- ___ 11. Allow a flush-out period after construction, renovation, remodeling or pesticide application to minimize occupant exposure to chemicals and contaminants.

IX. Commissioning & Construction Project Closeout

1. Appoint a Commissioning Authority to develop and implement a commissioning plan and a preventative maintenance plan. Project Manager's responsibilities must include coordination of commissioning activities during project closeout.
2. Commissioning team should successfully demonstrate all systems and perform operator training before final acceptance.
3. Provide flush-out period to remove air borne contaminants from the building and systems.
4. Provide as-built drawings and documentation for all systems. Provide data on equipment maintenance and their control strategies as well as maintenance and cleaning instructions for finish materials.

X. Occupancy and Operation

A. General Objectives

1. Develop a User's Manual for building occupants that emphasizes the need for Owner/Management commitment to efficient sustainable operations.
2. Management's responsibilities must include ensuring that sustainability policies are carried out.

B. Energy

1. Purchase EPA rated, Energy Star, energy-efficient office equipment, appliances, computers, and copiers. (Energy Star is a program sponsored by U.S. Dep. Of Energy. Use of these products will contribute to reduced energy costs for buildings and reduce air pollution.)
2. Institute an employee education program about the efficient use of building systems and appliances, occupants impact on and responsibility for water use, energy use, waste generation, waste recycling programs, etc.
3. Re-commission systems and update performance documentation periodically per recommendations of the Commissioning Authority, or whenever modifications are made to the systems.

C. Water

1. Start the watering cycle in the early morning in order to minimize evaporation.
2. Manage the chemical treatment of cooling tower water to reduce water consumption.

D. Air

1. Provide incentives which encourage building occupants to use alternatives to and to reduce the use of single occupancy vehicles.

2. Provide a location map of services within walking distance of the place of employment (child care, restaurants, gyms, shopping).
3. Periodically monitor or check for indoor pollutants in building.
4. Provide an IAQ plan for tenants, staff and management that establishes policies and documentation procedures for controlling and reporting indoor air pollution. This helps tenants and staff understand their responsibility to protect the air quality of the facility.

E. Materials and Products

1. Purchase business products with recycled content such as paper, toners, etc.
2. Purchase Furniture made with sustainably harvested wood, or with recycled and recycled content materials, which will not off gas VOC's.
3. Remodeling and painting should comply with or improve on original sustainable design intent.
4. Use low VOC, non-toxic, phosphate and chlorine free, biodegradable cleaning products.

F. Solid Waste

1. Collect recyclable business waste such as paper, cardboard boxes, and soda cans.
2. Avoid single use items such as paper or Styrofoam cups and plates, and plastic utensils.

XI. Resources

Financing Energy Efficiency in Buildings. U.S. Department of Energy, DOE/EE-0152, May, 1998 (Call Tel.1-800-DOE-EREC or visit local office)

Building Commissioning: The Key to Quality Assurance. U.S. Department of Energy, DOE/EE-0153, May, 1998 (Call Tel.1-800-DOE-EREC or visit local office)

Guide to Resource-Efficient Building in Hawaii. University of Hawaii at Manoa, School of Architecture and Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, October 1998. (Call Tel. 587-3804 for publication)

Hawaii Model Energy Code. Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, November 1997 (Call Tel. 587-3810 for publication)

Photovoltaics in the Built Environment: A Design Guide for Architects and Engineers. NREL Publications, DOE/GO #10097-436, September 1997 (Call Tel.1-800-DOE-EREC or visit local office)

Building Integrated Photovoltaics: A Case Study. NREL Publications #TP-472-7574, March 1995 (Call Tel. 1-800-DOE-EREC or visit local office)

Solar Electric Applications: An overview of Today's Applications. NREL Publications, DOE/GO #10097-357, Revised February, 1997 (Call Tel. 1-800-DOE-EREC or visit local office)

Green Lights: An Enlightened Approach to Energy Efficiency and Pollution Prevention. U.S. Environmental Protection Agency, Pacific Island Contact Office (Call Tel. 541-2710 for publication.)

Healthy Lawn, Healthy Environment. U.S. Environmental Protection Agency, Pacific Island Contact Office. (Call Tel. 541-2710 for this and related publications)

How to Plant a Native Hawaiian Garden. Office of Environmental Quality Control (OEQC), Department of Health, State of Hawaii (Call Tel. 586-4185 for publication)

Buy Recycled in Hawaii. Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, November 1997. (Call Tel. 587-3802 for publication)

Hawaii Recycling Industry Guide and other recycling and reuse related fact sheets. Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, July 1999. (Call Tel. 587-3802 for publication)

Minimizing Construction and Demolition Waste. Office of Solid Waste Management, Department of Health and Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, February 1998. (Call Tel. 586-4240 for publication)

Contractor's Waste Management Guide and Construction and Demolition Waste Management Facilities Directory. Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, 1999. (Call Tel. 587-3802 for publication)

Waste Management and Action: Construction Industry. Department of Health, Solid and Hazardous Waste Branch (Call Tel. 586-7496 for publication)

Business Guide For reducing Solid Waste. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for publication.)

The Inside Story: A Guide to Indoor Air Quality. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for this and related publications.) Additional information is available from the American Lung Association, Hawaii, Tel. 537-5966

Selecting Healthier Flooring Materials. American Lung Association and Clean Hawaii Center, February 1999. (Call Tel. 537-5966 x307)

Office Paper Recycling: An Implementation Manual. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for publication.)

Acknowledgments

OEQC and the Environmental Council would like to thank Allison Beale, Gary Gill, Nick H. Huddleston, Gail Suzuki-Jones, Pumima McCutcheon, Virginia B. MacDonald, Steve Meder, Ramona Mullahey, Thomas P. Papandrew, Victor Olgay, Howard Tanaka, and Howard Wiig for their assistance with this project.



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October 10, 2001

Mr. Maurice H. Kaya, Energy, Resources, and Technology Administrator
 State of Hawaii
 Department of Business, Economic Development, and Tourism
 Energy, Resources, and Technology Division
 P.O. Box 2539
 Honolulu, HI 96804-2359

Subject: Outrigger Waikiki Beach Walk Project
 EIS Preparation Notice

Dear Mr. Kaya:

Thank you for your letter of August 10, 2001 to the Department of Planning and Permitting regarding your review of the Environmental Impact Statement Notice of Preparation (EISP/N) for the Outrigger Waikiki Beach Walk project, and for the enclosed reference materials. We have prepared the following responses to your specific comments for consideration in the Draft EIS (DEIS).

- 1. State Energy Conservation Goals:** The design of the proposed project will fully consider energy-saving requirements and guidelines contained in both the Hawaii's State Planning Act and the City & County of Honolulu Energy Code. A review of demand-side management programs will also be considered in the overall design of the project.
- 2. Energy Saving Design Practices & Technologies:** The design of the project will incorporate the Waikiki Special District Guidelines, which emphasize the use of natural ventilation and lighting, as well as appropriate methods for landscape design. Accordingly, energy efficient design practices, as suggested in your attached documents, will also be considered.
- 3. Recycling & Recycled Content Products:** During the construction and implementation phase of the project, efforts to recycle, conserve, and re-use materials and resources will be incorporated where appropriate and feasible.

Your comments and this response letter will be included in the DEIS. We will also forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,

Christine Ruotola, AICP
 Associate

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STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 LAND DIVISION
 HONOLULU, HAWAII 96813
 August 10, 2001

AGRICULTURE DEVELOPMENT PROGRAM
 AQUATIC RESOURCES
 BOATING AND RECREATION
 CONSERVATION AND RESTORATION
 CONTRACTS
 FORESTRY AND WILDLIFE
 LAND DIVISION
 STATE RESOURCE MANAGEMENT

LD/NAV/LOG1467
 WAIKIKIBEACHWALK.RCM

Group 70 International, Inc
 Christine Ruotola, AICP
 925 Bathel Street, Fifth Floor
 Honolulu, Hawaii 96813-4307

Dear Ms. Ruotola:

SUBJECT: Environmental Impact Statement Preparation Notice (EISPN) for Waikiki Beach Walk Two-Phase Redevelopment Project - Outrigger Enterprises - Outrigger Lewers/Saratoga Properties, Waikiki, Island of Oahu, Hawaii
 Tax Map Key: 1# 2-6 various

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

A copy of the subject EISPN document was submitted to our Division of Aquatic Resources, Division of Forestry and Wildlife, Historic Preservation Division, Division of Boating and Recreation, Commission on Water Resource Management and Land Division's Planning and Technical Services and Engineering Branch for their review and comment.

Attached herewith is a copy of our Division of Aquatic Resources, Commission on Water Resource Management 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 our Land Division Support Services Branch at 808-587-0438.

Very truly yours,

HARRY M. YADA
 HARRY M. YADA
 Acting Administrator

C: Oahu District Land Office

STATE OF HAWAII
 Department of Land and Natural Resources
 Division of Aquatic Resources

SUSPENSE DATE: August 7, 2001

MEMORANDUM

To: William Devick, Administrator
 From: Richard Sixberry, Aquatic Biologist

Subject: Comments on Environmental Impact Statement Preparation Notice (EISP)

Comments Requested By: Harry M. Yada, Land Division

Date of Request: 7/18/01 Date Received: 7/23/01

Summary of Project

Title: Beach Walk
 Proj. By: Outrigger Enterprises, Inc.
 Location: Waikiki, Oahu

Brief Description:

The applicant has provided some information as a prelude to the forthcoming Environmental Impact Statement that would allow them to revitalize their properties in the Lewers/Saratoga area of Waikiki. A two-phase project will upgrade five existing hotels, demolish six older hotels, and redevelop the areas into a new hotel/retail/entertainment complex.

Comments:

Although the applicant has described briefly the proposed project and the potential effects on the environment, we suggest the forthcoming DEIS discuss in detail potential short term impacts and propose specific means for averting or minimizing adverse effects and provide possible mitigation for unavoidable damage to natural resource values. The project site is situated in the midst of the urbanized business area which has been developed and disturbed and some of the existing facilities, will be removed or upgraded. Significant impacts adverse to aquatic resource values are not expected from the activities proposed.

Precautions shall be taken during demolition and reconstruction to prevent debris, eroded soil, petroleum products, landscaping chemicals, (herbicides, pesticides, etc.) and other potential contaminants from flowing, blowing or leaching into coastal waters.

Any future development or construction that could affect aquatic resources or public recreation activities along the coastline should be submitted to the Department for review.



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
P.O. BOX 15
HONOLULU, HAWAII 96833
AUG - 8 1993

HERBERT S. COLQUHOUN AGARDHI
Chairman
RONCE S. ANDERSON
ROBERT O. CHAMBERS
BRUCE C. HONOLIA
DAVID A. HONOLIA
HERBERT M. RICHARDS, JR.
LIMEL T. HONOLIA
Commissioner

Mr. Harry Yada, Acting Administrator
Page 2

Ref:Waikikibeachwalk.dr

TO: Mr. Harry Yada, Acting Administrator
Land Division

FROM: Linnel T. Nishioka, Deputy Director
Commission on Water Resource Management (CWRM)

SUBJECT: Environmental Impact Statement Notice of Preparation
Waikiki Beach Walk Two-Phase Redevelopment Project

FILE NO.: WAIKIBEAHWALK

Thank you for the opportunity to review the subject document. Our comments related to water resources are marked below.

In general, the CWRM strongly promotes the efficient use of our water resources through conservation measures and use of alternative non-potable water resources whenever available, feasible, and there are no harmful effects to the ecosystem. Also, the CWRM encourages the protection of water recharge areas, which are important for the maintenance of streams and the replenishment of aquifers.

We recommend coordination with the county government to incorporate this project into the county's Water Use and Development Plan.

We recommend coordination with the Land Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.

We are concerned about the potential for ground or surface water degradation/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.

A Well Construction Permit and/or a Pump Installation Permit from the Commission would be required before ground water is developed as a source of supply for the project.

The proposed water supply source for the project is located in a designated water management area, and a Water Use Permit from the Commission would be required prior to use of this source.

Groundwater withdrawals from this project may affect streamflows, which may require an instream flow standard amendment.

We are concerned about the potential for degradation of instream uses from development on highly erodible slopes adjacent to streams within or near the project. We recommend that approvals for this project be conditioned upon a review by the corresponding county's Building Department and the developer's acceptance of any resulting requirements related to erosion control.

If the proposed project includes construction of a stream diversion, the project may require a stream diversion works permit and amend the instream flow standard for the affected stream(s).

If the proposed project alters the bed and banks of a stream channel, the project may require a stream channel alteration permit.

OTHER:

We recommend that the DEIS provide information regarding projected water demand and the proposed water supply source(s).

If there are any questions, please contact Lenore Nakama at 587-0218.

REVENUE & CUSTOMS DEPARTMENT

DLNR-LAND DIVISION
ENGINEERING BRANCH

COMMENTS

The proposed project site according to FEMA Community Panel Number 15003C0370 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.

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
Land Division
Honolulu, Hawaii

July 18, 2001

LD/NAV Ref.: WAIKIKIBEACHWALK
LOG 1074

Suspense Date: 8/7/01

MEMORANDUM:

TO: XXX Division of Aquatic Resources
XXX Division of Forestry & Wildlife
XXX 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: Environmental Impact Statement Notice of Preparation
Waikiki Beach Walk Two-Phase Redevelopment Project
Outrigger Enterprises/Group 70 International, Inc.
Outrigger Lewers/Saratoga Properties, Waikiki, Island of
Oahu, Hawaii TMK: 2-6 Various

Please review the attached summary 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.

() We have no comments.

() Comments attached

Signed: Paul J. [Signature]
Date: [Signature]

ADMINISTRATIVE SERVICES	
PLANNING AND TECHNICAL SERVICES	
ENGINEERING SERVICES	
LAND DIVISION	
SHORELINE PROCESSING SERVICES	
WATER RESOURCE MANAGEMENT	
BOATING AND OCEAN RECREATION	
HISTORIC PRESERVATION DIVISION	
STATE PARKS	
FORESTRY & WILDLIFE	
AQUATIC RESOURCES	
STATE OF HAWAII	

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
Land Division
Honolulu, Hawaii

July 18, 2001

LD/NAV Ref.: WAIKIKIBEACHWALK
LOG 1074

Suspense Date: 8/7/01

MEMORANDUM:

TO: FROM
XXX Division of Aquatic Resources
XXX Division of Forestry & Wildlife
XXX Division of State Parks
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
Harry M. Yada, Acting Administrator
Land Division

SUBJECT: Environmental Impact Statement Notice of Preparation
Waikiki Beach Walk Two-Phase Redevelopment Project
Outrigger Enterprises/Group 70 International, Inc.
Oahu, Hawaii TMK: 2-6 Various

Please review the attached summary 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.
() We have no comments. () Comments attached.

Signed: *Pany cheng*
Date: *7/30/01*

em

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
Land Division
Honolulu, Hawaii

July 18, 2001

LD/NAV Ref.: WAIKIKIBEACHWALK
LOG 1074

Suspense Date: 8/7/01

MEMORANDUM:

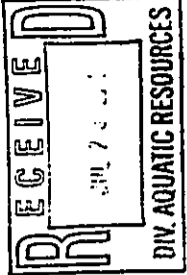
TO: FROM
XXX Division of Aquatic Resources
XXX Division of Forestry & Wildlife
XXX Division of State Parks
XXX Historic Preservation Division
XXX Commission on Water Resource Management
Land Division Branches of:
XXX Planning and Technical Services
XXX Engineering Branch
XXX Oahu District Land Office
Shoreline Processing Services
Harry M. Yada, Acting Administrator
Land Division

SUBJECT: Environmental Impact Statement Notice of Preparation
Waikiki Beach Walk Two-Phase Redevelopment Project
Outrigger Enterprises/Group 70 International, Inc.
Oahu, Hawaii TMK: 2-6 Various

Please review the attached summary 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.
() We have no comments. () Comments attached.

Signed: *Nick Vaccaro*
Date: *7-24-01*



02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31



BRUCE GUN
Arch. D. MA, AIA
Norman G. Hong, AIA
Sueyueh Suen, MA, AIA
MozzHala, AIA
Ely H. Hsu, AIA, CE
James H. Marotta, AIA
Burt E. Harnock, AIA
Stephen H. Yum, AIA
Linda C. Hall, AIA

GEORGE J. ADA, AIA
Paul J. Chorten, AIA
Wendy Lee Coe, MA, CRT
Phyllis Cuccia
Suzanne Hahn
Jenny C. Hsu, AIA
Roy A. Young, MA, CE
Suzette Kim, AIA
Cherry Kesteven, AIA
Dennis Lantz
Hua B. Jackie
Yue S. Namdeo
Lillian A. Nam
John H. O'Brien, AIA
Charmel Kozala, AIA
Norma J. Scott
Scott Sargood
Sharon Greg Williams, AIA

October 10, 2001

Mr. Harry M. Yada, Acting Administrator
State of Hawaii's
Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, HI 96809

Subject: Outrigger Waikiki Beach Walk project
EIS Preparation Notice

Dear Mr. Yada:

Thank you for your letter of August 10, 2001 regarding your detailed and multi-division review of the Environmental Impact Statement Notice of Preparation (EIS/NP) for the Outrigger Waikiki Beach Walk project. We have prepared the following responses to your comments:

1. Division of Aquatic Resources: The Draft Environmental Impact Statement (DEIS) will discuss in detail the potential short term impacts and will propose specific mitigation measures to minimize their effects. We acknowledge your comment that the project site is in a pre-existing urbanized area and that "significant impacts adverse to aquatic resource values are not expected." Additionally, potential drainage and runoff issues related to construction activity will be evaluated. Mitigative measures will be proposed and implemented, as feasible, to minimize short-term construction impacts.
2. Commission on Water Resource Management: The DEIS will include an assessment of the existing water system and its adequacy to meet the projected demand of the Waikiki Beach Walk project. We will coordinate with the City and County of Honolulu to incorporate the project into its water use and development plan. The anticipated project water demand will be addressed in the DEIS. The City and County Board of Water Supply will provide water to the project.
3. Engineering Branch: The proposed project will comply with the rules and regulations of the National Flood Insurance Program, and all applicable County Flood Ordinances.

Your comments and this response letter will be included in the DEIS. We will forward you a copy of the DEIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,

Christine Ruotola, AICP
Associate

SEANAMA A. GAYTANAN
GOVERNOR OF HAWAII



RECEIVED
SEP 18 2001

BERNARD B. COLLINS, GENERAL CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCES MANAGEMENT

DEPUTY
JAMES E. SHAW
LANDS, WATERS & WILDLIFE

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Lathropers Building, Room 648
801 Kamohai Boulevard
Honolulu, Hawaii 96813

GROUP 70

September 7, 2001

Paul Rosendahl, Ph.D.
PHRD
204 Waiuanue Avenue
Hilo, Hawaii 96720

Dear Dr. Rosendahl:

SUBJECT: Chapter 6E-42 Historic Preservation Review - Clarification of
Comments on the Environmental Impact Statement Preparation Notice
(EISP/N) for the Waikiki Beach Walk: Project and the Need for
Archaeological Inventory Survey
Waikiki, Kona, O'ahu
TMK: 2-6-002:015, 016; 2-6-003:001-004, 006-012, 021,032, 034-035,
052, 056 por.057

We write to clarify our comments on the EISP/N that archaeological inventory survey
with subsurface testing be conducted for the Waikiki Beach Walk Project. Our earlier
comments stated that given the adverse effect future development may have on
significant historic sites, we believed that an archaeological inventory survey using
subsurface testing should be conducted prior to construction in order to locate and
identify any significant historic sites which may be present.

We agree that an archaeological inventory survey using subsurface testing can be
conducted after demolition of the existing structures and prior to beginning any land
alterations in order to locate and identify any significant historic sites which may be
present. We caution you and your client, however, that any demolition or grading
activity that extends beneath the current grade at the footings of the buildings or
penetrates the current ground surface should be monitored.

Our earlier conditions still apply:

- Submission of an acceptable report documenting the results of the survey to SHPD
- If significant historic sites are present, an acceptable archaeological mitigation plan (scope of work) shall be prepared for review and approval by the State Historic Preservation Division.

Paul Rosendahl, Ph.D.
Page Two

The mitigation plan shall be implemented prior to construction taking place.
An acceptable report documenting the results of archaeological mitigation shall
be prepared and submitted to the State Historic Preservation Division for review
and approval.

We caution you and your client that ample time should be left before the start of
construction for the execution of archaeological survey and mitigation work, all of
which need to be completed prior to beginning construction.

Should you have any questions regarding archaeology, please feel free to call Sara
Collins at 692-8026 or Elaine Jourdan at 692-8027.

Aloha,

DON HIBBARD, Administrator
State Historic Preservation Division

EJ:jk

c: Christine Ruotola Group 70 International Inc. 925 Bethel Street, Fifth Floor,
Honolulu, HI 96813

Harry Yada, Acting Administrator, DLNR, Land Division
Mr. A. Van Horn Diamond, Chair, O'ahu Island Burial Council
Mr. Kai Markell, Director, Burial Sites Program
Ardis Shaw-Kim, Department of Planning and Permitting, City & County of
Honolulu, 650 South King Street, Honolulu, Hawaii 96813

STATE OF HAWAII DEPARTMENT OF LAND AND NATURAL RESOURCES

October 10, 2001

Mr. Don Hibbard, Administrator
State of Hawaii
Department of Land and Natural Resources
Historic Preservation Division
Kakuhikawa Building, Room 555
601 Kamehaha Boulevard
Kapolei, HI 96707

Subject: Outrigger Waikiki Beach Walk project
EIS Preparation Notice

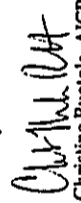
Dear Mr. Hibbard:

Thank you for your letter of August 6, 2001 to the Department of Planning and Permitting regarding your review of the Environmental Impact Statement Notice of Preparation (EISP) for the Outrigger Waikiki Beach Walk project.

Your letter requests that an archaeological inventory survey using subsurface testing be conducted prior to construction. Given the existing, fully developed condition of the proposed project area, conducting inventory level test excavations would be impractical if not impossible. Paul Rosendahl, the consulting archaeologist for this project, has consulted with State Historic Preservation Division staff members and proposed an alternative to an inventory survey. Under this proposal, demolition would be monitored, and test excavations conducted once the redevelopment work is underway. Any necessary or appropriate data recovery work would be conducted as part of construction monitoring program salvage excavations.

Your comments and this response letter will be included in the DEIS. We will forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,


Christine Ruotola, AICP
Associate



DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE OF HAWAII

DEPUTY DIRECTOR
JAMES L. LAMBELO
LONO, HAWAII

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
101 Keeaule Building, Room 155
Honolulu, Hawaii 96813

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION ON WATER RESOURCES
MANAGEMENT
CONSERVATION AND RESOURCES
DEPARTMENT
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND
STATE PARKS

August 6, 2001

Ardis Shaw-Kim
Department of Planning and Permitting
City & County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

LOG NO: 27949 ✓
DOC NO: 0107EJ33

Dear Mr. Fujiki:

SUBJECT: Chapter 6E-42 Historic Preservation Review - Waikiki Beach Walk
Environmental Impact Statement Notice of Preparation
Waikiki, Kona, O'ahu
TMK: 2-6-002:015, 016; 2-6-003:001-004, 006-012, 021,032, 034-035,
052, 056 per.057

Thank you for the opportunity to comment on the proposed Waikiki Beach Walk EISPN. 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.

Outrigger Enterprises, Inc. is undertaking a project to revitalize its properties in the Lewers-Saratoga area of Waikiki. The project will upgrade existing hotels, demolish older hotels and redevelop the area with a new entertainment retail complex, a new hotel and enhanced public areas.

The subject parcels have not undergone an archaeological inventory survey, so it is uncertain if subsurface historic properties are present. Based on archeological investigations conducted in nearby parcels, such as at Fort De Russy, the Halekulani Hotel, and the King Kalakaua Plaza Phase II project it is likely that significant historic sites, such as subsurface deposits associated with fishponds, cultivation, or habitations (including associated human burials), may be present in soils beneath the more recent fill soils which cover the project site. Such sites can contain important information on the history of Waikiki and be culturally sensitive for native Hawaiians. As such, any construction at these parcels may have an "adverse effect" on any significant historic sites which may be present.

Ardis Shaw-Kim
Page Two

Given the adverse effect future development may have on significant historic site, we believe that an archaeological inventory survey using subsurface testing should be conducted prior to construction in order to locate and identify any significant historic sites which may be present. An acceptable report documenting the results of the survey shall be submitted to the State Historic Preservation Division. If significant historic sites are present, an acceptable archaeological mitigation plan (scope of work) shall be prepared for review and approval by the State Historic Preservation Division. The mitigation plan shall be implemented prior to construction taking place. An acceptable report documenting the results of archaeological mitigation shall be prepared and submitted to the State Historic Preservation Division for review and approval. We caution you that ample time should be left before the start of construction for the archaeological survey work, because if significant sites are found, then mitigation (quite probably archaeological data recovery) will be needed and this could take several weeks, depending on the nature of any sites that might be present. This mitigation fieldwork would need to be completed prior to beginning construction.

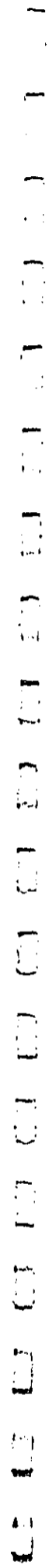
Should you have any questions regarding archaeology, please feel free to call Sara Collins at 692-8026 or Elaine Jourdane at 692-8027.

Aloha,

DON HIBBARD, Administrator
State Historic Preservation Division

Eljck

c: Christine Ruotola Group 70 International Inc. 925 Bethel Street, Fifth Floor,
Honolulu, HI 96813
Harry Yada, Acting Administrator, DLNR, Land Division
Mr. A. Van Horn Diamond, Chair, O'ahu Island Burial Council
Mr. Kai Markell, Director, Burial Sites Program





- FRANK S. OHL
- ALAN D. JAM. AEP
- NORMAN OTI HONG AA
- STEVEN B. SWANN AA, AEP
- HOSPITAL AA
- BOY H. HAN. AA, CS
- JAMES I. HAYWARD AA
- MARK E. ROYCE AEP
- STEPHEN W. WAT. AA
- IRVING C. WAI. AA
- GEORGE I. ABE. AEP
- PAUL D. CLAY. AA
- WENDY LEE COUL. AA, CEP
- FRANK J. CURIA
- SURFEN HAIN
- JEREMY C. HILL. AA
- ROY A. HOOKER AA, CS
- SHARON M. JEN. AA
- CHARLES Y. KENNEDY AA
- DEAN H. KAZARI
- FRANK B. MCCUE
- PAUL E. HILARIO
- LEAH A. HUN
- JAMES H. OGDEN AEP
- CHRISTINE M. RUTOLA AEP
- NORMAN J. SCOTT
- SCOTT LINDGREN
- STEVEN OWING W. SMITH. AA

October 10, 2001

Mr. Don Hibbard, Administrator
 State of Hawaii
 Department of Land and Natural Resources
 Historic Preservation Division
 Kakuhihewa Building, Room 555
 601 Kamokila Boulevard
 Kapolei, HI 96707

Subject: Outrigger Waikiki Beach Walk Project
 EIS Preparation Notice

Dear Mr. Hibbard:

Thank you for your letter of September 7, 2001 to Dr. Paul Rosendaht regarding clarification of your August 6, 2001 letter concerning the Environmental Impact Statement Notice of Preparation (EISPN) for the Outrigger Waikiki Beach Walk project.

Your letter states your concurrence with conducting an archaeological inventory survey using subsurface testing after demolition of the existing structures and prior to the start of any land alterations. You further recommend monitoring of any demolition or grading activity that extend beneath the current grade at footings of existing buildings or penetrates the current ground surface.

Your comments and this response letter will be included in the DEIS. We will forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,

Christine Ruotola
 Christine Ruotola, AICP
 Associate



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

BRUCE S. ANDERSON, PH.D., M.P.H.
DIRECTOR OF HEALTH

Project Number: 01-082/epo

August 6, 2001

Ms. Christine Ruotola, AICP
Senior Planner
Group 70 International
925 Bethel Street, Fifth Floor
Honolulu, Hawaii 96813-1307

Dear Ms. Ruotola:

Subject: Waikiki Beach Walk

Thank you for providing the preparation notice for the upcoming Environmental Impact Statement (EIS) for the Outrigger Hotel project. We do not have any comments to offer at this time, but do look forward to reviewing and commenting on the project once the Draft EIS is prepared.

Sincerely,


GARY GILB
Deputy Director
Environmental Health Administration



FRENZ S. OOKA
ARTHUR D. AKA, ACP
NORMAN GY. HONG, AA
STEPHEN B. SPANGLER, AA, ASD
HUGHES HONAN, AA
ROY H. HONG, AA, CS
JAMES I. HAYASHI, AA
PAUL E. POITREAU, ACP
STEPHEN H. YAM, AA
LEAH C. MAI, AA
GEORGE I. AKA, ACP
PAUL B. O'NEILL, AA
WENDY LEE COOK, AA, CIT
PAUL T. ECKHA
SANDRA H. HAN
JACQUELYN C. HUI, AA
ROY A. HONAN, AA, CS
SHARON M. JOY, AA
DANIEL Y. KESKIDIS, AA
DAN H. KIMURA
VICKI E. HERRICK
KATHY A. HAN
APRIL H. OVERTON, ACP
CHRISTINE H. RUOTOLA, ACP
NORMAN J. SCOTT
SCOTT BRADSHAW
STEVEN GREG WILSON, AA

October 10, 2001

Mr. Gary Gill, Deputy Director
State of Hawaii
Department of Health
Environmental Health Administration
P.O. Box 3378
Honolulu, HI 96801

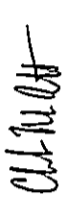
Subject: Outrigger Waikiki Beach Walk Project
EIS Preparation Notice

Dear Mr. Gill:

Thank you for your letter of August 6, 2001 regarding your review of the Environmental Impact Statement Notice of Preparation (EISP) for the Outrigger Waikiki Beach Walk project.

Your letter and this response will be included in the DEIS. We will forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,


CHRISTINE RUOTOLA, AICP
Associate

01-082/epo

BETUAMAH J. CAYETANO
CONTRACTOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

AUG 03 2001

BRIAN K. MINAALI
DIRECTOR
DEPUTY DIRECTOR
OLESENIA L. DRUMOTO
JACQUEE Y. URAJAKI

IN REPLY REFER TO:
HWY-PS
2.3667

Department of Planning and Permitting
City and County of Honolulu
650 South King Street 7th Floor
Honolulu, Hawaii 96813

Attn: Ardis Shaw-Kim

Gentlemen:

Subject: Waikiki Beach Walk Environmental Impact Statement (EIS) Preparation Notice

We request that the Draft EIS include a Traffic Impact Analysis Report (TIAR) to assess appropriate measures to mitigate project traffic impacts.

If you have any questions, please contact Ronald Tsuzuki, Head Planning Engineer, Highways Division, at 587-1830.

Very truly yours,

BRIAN K. MINAALI
Director of Transportation



KAYLA S. OOKA, AIA, ACP
NOMANU O. HIRATA, AIA
SHERI B. SCARNEY, AIA, ACP
HELENA HALE, AIA
BOB H. HICKS, AIA, CSP
JAMES I. HANAUSS, AIA
KAYLA E. BORTONE, ACP
STEPHEN H. YARBY, AIA
LESLIE C. SMY, AIA
GEORGE I. ASH, ACP
PAUL P. COONEY, AIA
WENDY LEE COOK, AIA, CGI
RITA J. GUCH
SUZANN HENN
JERRY C. HILL, AIA
BOB A. THORPE, AIA, CSP
SUNIL M. JAIN, AIA
CHRIS T. LARSEN, AIA
DANIEL H. EAGAN
FRANK B. ACCIUE
PAUL E. HILANDRO
LARRY A. HAN
KEVIN H. O'NEILL, ACP
CHRISTOPHER H. BUCKLE, ACP
NORMAN J. SCOTT
SCOTT LINGGREN
STEVEN DRUG WALKER, AIA

October 10, 2001

Mr. Brian K. Minaali, Director
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Subject: Outrigger Waikiki Beach Walk Project
EIS Preparation Notice

Dear Mr. Minaali:

Thank you for your letter of August 3, 2001 to the Department of Planning and Permitting regarding your review of the Environmental Impact Statement Notice of Preparation (EISP) for the Outrigger Waikiki Beach Walk project.

The Draft Environmental Impact Statement (DEIS) will include a Traffic Impact Analysis Report (TIAR) that will discuss appropriate measures to mitigate potential impacts on traffic conditions.

Your comments and this response letter will be included in the DEIS. We will forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,

CHRISTINE RUOTOLA, AICP
Associate



Hawaii Tourism Authority

BENJAMIN J. CAVETANO
Governor
ROBERT J. FISHMAN
Chief Executive Officer

Hawaii Connection Center, 1801 Kalakaua Avenue, Honolulu, Hawaii 96815
Website: www.hawaii.gov/tourism

Telephone:
Fax:

July 19, 2001

Mr. Randy Fujiki, Director
Attention: Ardis Shaw-Kim
Department of Planning and Permitting
650 S. King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Randy:

Re: Waikiki Beach Walk Environmental Impact Statement Notice of Preparation

The Hawaii Tourism Authority is in total agreement with Outrigger's efforts to revitalize its properties in the Lewers-Saraloga area of Waikiki. We certainly support the project and furthermore, regard it as a centerpiece of much of the redevelopment effort currently going on in Waikiki. The master-planned redevelopment of their properties presents a vital and unique opportunity for renewal not only for the Lewers/Beachwalk area but for the entire Waikiki as well.

In Section 2.2 Purpose and Need for the Proposed Project, the 4th paragraph on page 6 mentions the project as one that will:

.....identify Lewers Street as (a) gathering place for visitors and locals alike in Waikiki. It will be a one-of-a-kind, distinctly Hawaiian destination that, in tandem with other new public and private investments being made in the district, will help to strengthen Waikiki's competitive position in the global tourism market.

The Outrigger vision is one that is mutually shared by the Hawaii Tourism Authority. It is a part of Dr. George Kanahela's vision of *Restoring Hawaiianess to Waikiki*, by providing cultural value added experiences for visitors and residents alike. The merger of the physical and cultural revitalization of this area will reintroduce Waikiki as the premiere visitor destination of the world.

The Hawaii Tourism Authority appreciates your notice of preparation and is more than happy to participate in the environmental review process. Should there be any future updates and correspondence on the project please send them to Mr. Doug Aton, our inter-governmental relations Officer for the Hawaii Tourism Authority, or call him at (808) 973-2282.

Sincerely,

ROBERT J. FISHMAN
Chief Executive Officer

October 10, 2001



- James S. Ochi, Arch. D., AA, ACEP
- Kenneth G. Wong, AA
- Sherry B. Stein, AA, ASH
- Helen H. Holt, AA
- Ray H. Mac, AA, CE
- James I. Henderson, AA
- Regina E. Portnoy, ACEP
- Stephen H. Mori, AA
- Linda C. Imai, AA
- George I. Aoki, ACEP
- Paul P. O'Brien, AA
- Wendell Lee Cook, AA, FPA
- David L. Sells
- Sharon K. Hurler
- Kenny C. Hill, AA
- Ray A. Rouse, AA, CE
- Sharon M. Eick, AA
- David Y. Kuroki, AA
- Debra H. Kuroki
- Paul B. McCut
- Mark E. Haurwood
- Kenneth A. Nish
- James H. O'Brien, ACEP
- Christine H. Ruotola, ACEP
- Norm J. Scott
- Scott Engstrom
- Sharon Gray Walker, AA

Mr. Robert Fishman, Chief Executive Officer
Hawaii'i Tourism Authority
Hawaii'i Convention Center
1801 Kalakaua Avenue
Honolulu, HI 96815

Subject: Outrigger Waikiki Beach Walk Project
EIS Preparation Notice

Dear Mr. Fishman:

Thank you for your letter of July 19, 2001 regarding your review of the Environmental Impact Statement Notice of Preparation (EISP) for the Outrigger Waikiki Beach Walk project.

We appreciate your support and look forward to proceeding with the realization of this project. The Draft Environmental Impact Statement (DEIS) will discuss how the design of the project's facilities and programs will revitalize the project area and help maintain Waikiki as a premier visitor destination while providing a more Hawaiian sense of place and connection with the local culture and values.

Your comments and this response letter will be included in the DEIS. We will forward you a copy of the Draft EIS for your review upon its completion. We do appreciate your participation and effort in the environmental review process.

Sincerely,

Christine Ruotola, AICP
Associate

Group 70 International, Inc. • Architecture • Planning • Interior Design • Building Diagnostics • Assets Management • Environmental Services
975 Keolu Street, 5th Floor • Honolulu, Hawaii 96813-4307 • Ph: (808) 593-3866 • Fax: (808) 593-5874 • www.group70.com • info@group70.com

BENJAMIN J. CAVETANO
DEPUTY DIRECTOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
230 SOUTH BERTLAND STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-4100
FACSIMILE: (808) 586-4100

GENEVIEVE SALMONSON
DIRECTOR

Messrs. Masutomi, Fujiki and Portmore, and Ms. Shaw-Kim
Comments on the Waikiki Beach EISP
August 6, 2001
Page 2 of 2

If there are any questions, please call Leslie Segundo of my staff at (808) 586-4185. Thank you for the opportunity to comment.

Sincerely,

GENEVIEVE SALMONSON
Director

Enclosures

August 6, 2001

Mr. Eric Masutomi, Director of Planning
Outrigger Enterprises, Inc.
2375 Kuhio Avenue
Honolulu, Hawaii 96815

Mr. Randall Fujiki, Director
Ms. Ardis Shaw Kim
Department of Planning and Permitting
650 South King Street
Honolulu, Hawaii 96813

Mr. Ralph Portmore, AICP
Group 70 International, Inc.
925 Bethel Street, 5th Floor
Honolulu, Hawaii 96813

Dear Messrs. Masutomi, Fujiki, and Portmore, and Ms. Shaw Kim:

Having reviewed the final environmental assessment and environmental impact statement preparation notice for the proposed Waikiki Beach Walk project, by applicant Outrigger Enterprises, Inc., we offer the following comments for your consideration.

1. **EARLY CONSULTATION BEFORE WRITING THE DRAFT ENVIRONMENTAL ASSESSMENT:** Section 11-200-9(a)(1), Hawaii's Administrative Rules, requires early consultation with agencies, citizen groups and individuals prior to the preparation of a draft environmental assessment. Please include a listing of these parties (including neighborhood boards) and copies of any written comments they may have submitted to you as a part of this process.
2. **CUMULATIVE AND SECONDARY IMPACT ANALYSES:** Please discuss the cumulative impacts of the HECO Waahile Ridge Project, and the new Hilton expansions (Waikikian) on the environment and infrastructure of Waikiki.
3. **CULTURAL IMPACTS.** In addition to discussing historical and archaeological resources as well as impacts to these resources, please also consult with cultural and religious practitioners in the region (fishermen, limu and other sea gatherers, canoe and surfing organizations) and discuss direct, indirect and cumulative effects of the project on cultural resources and practices. Chapter 143, Hawaii's Revised Statutes now requires that these cultural impacts be assessed (see enclosed copy of Act 50, SLH 2000). A copy of the Environmental Council's guidelines for assessing cultural impacts is enclosed for your use.
4. **GUIDELINES FOR SUSTAINABLE BUILDING DESIGN IN HAWAII:** We ask that you consider implementing some of the techniques discussed in the enclosed guidelines for sustainable building design.
5. **USE OF RECYCLED GLASS IN CONSTRUCTION PROJECTS.** To promote the use of recycled materials in-state, we ask that you consider the use of materials with minimum recycled glass content.
6. **INDIGENOUS AND POLYNESIAN INTRODUCED PLANTS FOR USE IN PUBLIC LANDSCAPING:** We ask that you consider the use of native, indigenous and polynesian introduced plants in your landscaping, to convey a Hawaiian sense of place.
7. **DRAINAGE AND RUNOFF.** Please study the impacts of drainage and runoff and include methods to mitigate any adverse effects.
8. **TRANSPORTATION AND TRAFFIC:** Please coordinate with the City Department of Transportation Services to allow the possibility of bus routes through the project site to relieve congestion in the area.

State of Hawaii
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
Guidelines for Assessing Cultural Impacts

Adopted by the Environmental Council, State of Hawaii
November 19, 1997

I. INTRODUCTION

It is the policy of the State of Hawaii under Chapter 343, HRS, to alert decision makers, through the environmental assessment process, about significant environmental effects which may result from the implementation of certain actions. An environmental assessment of cultural impacts gathers information about cultural practices and cultural features that may be affected by actions subject to Chapter 343, and promotes responsible decision making.

Articles IX and XII of the State Constitution, other state laws, and the courts of the state require government agencies to promote and preserve cultural beliefs, practices, and resources of native Hawaiians and other ethnic groups. Chapter 343 also requires environmental assessment of cultural resources, in determining the significance of a proposed project.

The Environmental Council encourages preparers of environmental assessments and environmental impact statements to analyze the impact of a proposed action on cultural practices and features associated with the project area. The Council provides the following methodology and content protocol as guidance for any assessment of a project that may significantly affect cultural resources.

II. CULTURAL IMPACT ASSESSMENT METHODOLOGY

Cultural impacts differ from other types of impacts assessed in environmental assessments or environmental impact statements. A cultural impact assessment includes information relating to the practices and beliefs of a particular cultural or ethnic group or groups.

Such information may be obtained through scoping, community meetings, ethnographic interviews and oral histories. Information provided by knowledgeable informants, including traditional cultural practitioners, can be applied to the analysis of cultural impacts in conjunction with information concerning cultural practices and features obtained through consultation and from documentary research.

In scoping the cultural portion of an environmental assessment, the geographical extent of the inquiry should, in most instances, be greater than the area over which the proposed action will take place. This is to ensure that cultural practices which may not occur within the boundaries of the project area, but which may nonetheless be affected, are included in the assessment. Thus, for example, a proposed action that may not physically alter gathering practices, but may affect access

should be afforded an opportunity to review the record of the interview, and consent to publish the record should be obtained whenever possible. For example, the precise location of human burials are likely to be withheld from a cultural impact assessment, but it is important that the document identify the impact a project would have on the burials. At times an informant may provide information only on the condition that it remain in confidence. The wishes of the informant should be respected.

Primary source materials reviewed and analyzed may include, as appropriate: Mahele, land court, census and tax records, including testimonies; vital statistics records; family histories and genealogies; previously published or recorded ethnographic interviews and oral histories; community studies, old maps and photographs; and other archival documents, including correspondence, newspaper or almanac articles, and visitor journals. Secondary source materials such as historical, sociological, and anthropological texts, manuscripts, and similar materials, published and unpublished, should also be consulted. Other materials which should be examined include prior land use proposals, decisions, and rulings which pertain to the study area.

III. CULTURAL IMPACT ASSESSMENT CONTENTS

In addition to the content requirements for environmental assessments and environmental impact statements, which are set out in HAR §§§§ 11-200-10 and 16 through 18, the portion of the assessment concerning cultural impacts should address, but not necessarily be limited to, the following matters:

1. A discussion of the methods applied and results of consultation with individuals and organizations identified by the preparer as being familiar with cultural practices and features associated with the project area, including any constraints or limitations which might have affected the quality of the information obtained.
2. A description of methods adopted by the preparer to identify, locate, and select the persons interviewed, including a discussion of the level of effort undertaken.
3. Ethnographic and oral history interview procedures, including the circumstances under which the interviews were conducted, and any constraints or limitations which might have affected the quality of the information obtained.
4. Biographical information concerning the individuals and organizations consulted, their particular expertise, and their historical and genealogical relationship to the project area, as well as information concerning the persons submitting information or interviewed, their particular knowledge and cultural expertise, if any, and their historical and genealogical relationship to the project area.
5. A discussion concerning historical and cultural source materials consulted, the institutions and repositories searched, and the level of effort undertaken. This discussion should include, if appropriate, the particular perspective of the authors, any opposing views, and any other relevant constraints, limitations or biases.
6. A discussion concerning the cultural resources, practices and beliefs identified, and, for resources and practices, their location within the broad geographical area in which the

Guidelines for Sustainable Building Design in Hawai'i

A planner's checklist

(Adopted by the Environmental Council on October 13, 1999)

Introduction

Hawai'i law calls for efforts to conserve natural resources, promote efficient use of water and energy and encourage recycling of waste products. Planning a project from the very beginning to include sustainable design concepts can be a critical step toward meeting these goals.

The purpose of the state's environmental review law (HRS Ch. 343) is to encourage a full, accurate and complete analysis of proposed actions, promote public participation and support enlightened decision making by public officials. The Office of Environmental Quality Control offers the following guidelines for preparers of environmental reviews under the authority of HRS 343 to assist agencies and applicants in meeting these goals.

These guidelines do not constitute rules or law. They have been refined by staff and peer review to provide a checklist of items that will help the design team create projects that will have a minimal impact on Hawai'i's environment and make wise use of our natural resources. In a word, projects that are *sustainable*.

A sustainable building is built to minimize energy use, expense, waste, and impact on the environment. It seeks to improve the region's sustainability by meeting the needs of Hawai'i's residents and visitors today without compromising the needs of future generations. Compared to conventional projects, a resource-efficient building project will:

- I. Use less energy for operation and maintenance
- II. Contain less embodied energy (e.g. locally produced building products often contain less embodied energy than imported products because they require less energy-consuming transportation.)
- III. Protect the environment by preserving/conserving water and other natural resources and by minimizing impact on the site and ecosystems
- IV. Minimize health risks to those who construct, maintain, and occupy the building
- V. Minimize construction waste
- VI. Recycle and reuse generated construction wastes

- VII. Use resource-efficient building materials (e.g. materials with recycled content and low embodied energy, and materials that are recyclable, renewable, environmentally benign, non-toxic, low VOC (Volatile Organic Compound) emitting, durable, and that give high life cycle value for the cost.)

- VIII. Provide the highest quality product practical at competitive (affordable) first and life cycle costs.

In order to avoid excessive overlapping of items, the checklist is designed to be read in totality, not just as individual sections. This checklist tries to address a range of project types, large scale as well as small scale. Please use items that are appropriate to the type and scale of the project.

Although this list will help promote careful and sensitive planning, mere compliance with this checklist does not confirm sustainability. Compliance with and knowledge of current building codes by users of this checklist is also required.

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OFFICE OF PLANNING
DEPARTMENT OF CITY & COUNTY OF HONOLULU

I. Pre Design

1. Hold programming team meeting with client representative, Project Manager, planning consultant, architectural consultant, civil engineer, mechanical, electrical, plumbing (MEP) engineer, structural engineer, landscape architect, interior designer, sustainability consultant and other consultants as required by the project. Identify project and sustainability goals. Client representatives and consultants need to work together to ensure that project and environmental goals are met.
2. Develop sustainable guideline goals to insert into outline specifications as part of the Schematic Design documents. Select goals from the following sections that are appropriate for the project.
Use Cost-Benefit Method for economic analysis of the sustainability measures chosen.
3. Use Cost-Benefit Method is a method of evaluating project choices and investments by comparing the present and life cycle value of expected benefits to the present and life cycle value of expected costs.)
4. Include "Commissioning" in the project budget and schedule. (Building "Commissioning" is the process of ensuring that systems are designed, installed, functionally tested, and capable of being operated and maintained in accordance with specifications that meet the owner's needs, and recognize the owner's financial and operational capacity. It improves the performance of the building systems, resulting in energy efficiency and conservation, improved air quality and lower operation costs. Refer to Section IX.)

II. Site Selection & Site Design

- A. Site Selection
1. Analyze and assess site characteristics such as vegetation, topography, geology, climate, natural access, solar orientation patterns, water and drainage, and existing utility and transportation infrastructure to determine the appropriate use of the site.
 2. Whenever possible, select a site in a neighborhood where the project can have a positive social, economic and/or environmental impact.
 3. Select a site with short connections to existing municipal infrastructure (sewer lines, water, waste water treatment plant, roads, gas, electricity, telephone, data communication lines and services). Select a site close to mass transportation, bicycle routes and pedestrian access.
- B. Site Preparation and Design
1. Prepare a thorough existing conditions topographic site plan depicting topography, natural and built features, vegetation, location of site utilities and include solar information,

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rainfall data and direction of prevailing winds. Preserve existing resources and natural features to enhance the design and add aesthetic, economic and practical value. Design to minimize the environmental impact of the development on vegetation and topography.

2. Site building(s) to take advantage of natural features and maximize their beneficial effects. Provide for solar access, daylighting and natural cooling. Design ways to integrate the building(s) with the site that maximizes and preserves positive site characteristics, enhances human comfort, safety and health, and achieves operational efficiencies.
3. Locate building(s) to encourage bicycle and pedestrian access and pedestrian oriented uses. Provide bicycle and pedestrian paths, bicycle racks, etc. Racks should be visible and accessible to promote and encourage bicycle commuting.
4. Retain existing topsoil and maintain soil health by clearing only the areas reserved for the construction of streets, driveways, parking areas, and building foundations. Replant exposed soil areas as soon as possible. Reuse excavated soils for fill and cut vegetation for mulch.
5. Grade slopes to a ratio of less than 2 : 1 (run to rise). Balance cut and fill to eliminate hauling. Check grading frequently to prevent accidental over excavation.
6. Minimize the disruption of site drainage patterns. Provide erosion and dust controls, positive site drainage, and siltation basins as required to protect the site during and after construction, especially, in the event of a major storm.
7. Minimize the area required for the building footprint. Consolidate utility and infrastructure in common corridors to minimize site degradation, and cost, improve efficiency, and reduce impermeable surfaces.
8. For termite protection, use non toxic alternatives to pesticides and herbicides, such as Borate treated lumber, Basaltic Termite Barrier, stainless steel termite barrier mesh, and termite resistant materials.

III. Building Design

1. Consider adaptive re-use of existing structures instead of demolishing and/or constructing a new building. Consult the State Historic Preservation Officer for possible existing historic sites that may meet the project needs.
2. Plan for high flexibility while designing building shell and interior spaces to accommodate changing needs of the occupants, and thereby extend the life span of the building.
3. Design for re-use and/or disassembly. (For recyclable and reusable building products, see Section VII.)
4. Design space for recycling and waste diversion opportunities during occupancy.
5. Provide facilities for bicycle and pedestrian commuters (showers, lockers, bike racks, etc.) in commercial areas and other suitable locations.
6. Plan for a comfortable and healthy work environment. Include inviting outdoor spaces, wherever possible. (Refer to Section VIII.)

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7. Provide an Integrated Pest Management approach. The use of products such as Termi-mesh, Basallic Termite Barrier and the Seniticon "bait" system can provide long term protection from termite damage and reduce environmental pollution.
8. Design a building that is energy efficient and resource efficient. (See Sections IV, V, VII.) Determine building operation by-products such as heat gain and build up. Waste/gray-water and energy consumption, and plan to minimize them or find alternate uses for them.
9. For natural cooling, use
 - a. Reflective or light colored roofing, radiant barrier and/or insulation, roof vents
 - b. Light colored paving (concrete) and building surfaces
 - c. Tree Planting to shade buildings and paved areas
 - d. Building orientation and design that captures trade winds and/or provides for convective cooling of interior spaces when there is no wind.

IV. Energy Use

1. Obtain a copy of the State of Hawai'i Model Energy Code (available through the Hawai'i State Energy Division, at Tel. 587-3811). Exceed its requirements. (Contact local utility companies for information on tax credits and utility-sponsored programs offering rebates and incentives to businesses for installing qualifying energy efficient technologies.)
2. Use site sensitive orientation to:
 - a. Minimize cooling loads through site shading and carefully planned east-west orientation.
 - b. Incorporate natural ventilation by channeling trade winds.
 - c. Maximize daylighting.
3. Design south, east and west shading devices to minimize solar heat gain.
4. Use spectrally selective units or spectrally selective low-e glazing with a Solar Heat Gain Coefficient (SHGC) of 0.4 or less.
5. Minimize effects of thermal bridging in walls, roofs and window systems.
6. Maximize efficiencies for lighting, Heating, Ventilation, Air Conditioning (HVAC) systems and other equipment. Use insulation and/or radiant barriers, natural ventilation, ceiling fans and shading to avoid the use of air conditioning whenever appropriate.
7. Eliminate hot water in restrooms when possible.
8. Provide tenant sub-metering to encourage utility use accountability.
9. Use renewable energy. Use solar water heaters and consider the use of photovoltaics and Building Integrated Photovoltaics (BIPV).
10. Use available energy resources such as waste heat recovery, when feasible.

A. Lighting

1. Design for at least 15% lower interior lighting power allowance than the Energy Code.
2. Select lamps and ballasts with the highest efficiency, compatible with the desired level of illumination and color rendering specifications. Examples that combine improved color rendering with efficient energy use include compact fluorescents and T8 fluorescents that use tri-phosphor gases.
3. Select lighting fixtures which maximize system efficacy and which have heat removal capabilities
4. Reduce light absorption on surfaces by selecting colors and finishes that provide high reflectance values without glare.
5. Use task lighting with low ambient light levels.
6. Maximize daylighting through the use of vertical fenestration, light shelves, skylights, clerestories, building form and orientation as well as through translucent or transparent interior partitions. Coordinate daylighting with electrical lighting for maximum electrical efficiency.
7. Incorporate daylighting controls and/or motion activated light controls in low or intermittent use areas.
8. Avoid light spillage in exterior lighting by using directional fixtures.
9. Minimize light overlap in exterior lighting schemes.
10. Use lumen maintenance procedures and controls.

B. Mechanical Systems

1. Design to comply with the Energy Code and to exceed its efficiency requirements.
2. Use "Smart Building" monitor/control systems when appropriate.
3. Utilize thermal storage for reduction of peak energy usage.
4. Use Variable air volume systems to save fan power.
5. Use variable speed drives on pumping systems and fans for cooling towers and air handlers.
6. Use air-cooled refrigeration equipment or use cooling towers designed to reduce drift.
7. Specify premium efficiency motors.
8. Reduce the need for mechanical ventilation by reducing sources of indoor air pollution. Use high efficiency air filters and ultraviolet lamps in air handling units. Provide for regular maintenance of filtration systems. Use ASHRAE standards as minimum.
9. Locate fresh air intakes away from polluted or overheated areas. Locate on roof where possible. Separate air intake from air exhausts by at least 40 ft.
10. Use separate HVAC systems to serve areas that operate on widely differing schedules and/or design conditions.
11. Use shut off or set back controls on HVAC system when areas are not occupied.
12. Use condenser heat, waste heat or solar energy. (Contact local utility companies for information on the utility-sponsored Commercial and Industrial Energy Efficiency

- Programs which offer incentives to businesses for installing qualifying energy efficient technologies.)
- ___ 13. Evaluate plug-in loads for energy efficiency and power saving features.
 - ___ 14. Improve comfort and save energy by reducing the relative humidity by waste reheat, heat pipes or solar heat.
 - ___ 15. Minimize heat gain from equipment and appliances by using:
 - a. Environmental Protection Agency (EPA) Energy Star rated appliances.
 - b. Hoods and exhaust fans to remove heat from concentrated sources.
 - c. High performance water heating that exceeds the Energy Code requirements.
 - ___ 16. Specify HVAC system "commissioning" period to reduce occupant exposure to Indoor Air Quality (IAQ) contaminants and to maximize system efficiency.

V. Water Use

A. Building Water

- ___ 1. Install water conserving, low flow fixtures as required by the Uniform Plumbing Code.
- ___ 2. If practical, eliminate hot water in restrooms.
- ___ 3. Use self closing faucets (infrared sensors or spring loaded faucets) for lavatories and sinks.

B. Landscaping and Irrigation (See Section VI.)

VI. Landscape and Irrigation

- ___ 1. Incorporate water efficient landscaping (xeriscaping) using the following principles:
 - a. **Planting. Efficient irrigation:** Create watering zones for different conditions. Separate vegetation types by watering requirements. Install moisture sensors to prevent operation of the irrigation system in the rain or if the soil has adequate moisture. Use appropriate sprinkler heads.
 - b. **Soil analysis/improvement:** Use (locally made) soil amendments and compost for plant nourishment, improved water absorption and holding capacity.
 - c. **Appropriate plant selection:** Use drought tolerant and/or slow growing hardy grasses, native and indigenous plants, shrubs, ground covers, trees, appropriate for local conditions, to minimize the need for irrigation.
 - d. **Practical turf areas:** Turf only in areas where it provides functional benefits.

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- e. **Mulches:** Use mulches to minimize evaporation, reduce weed growth and retard erosion.
Contact the local Board of Water Supply for additional information on xeriscaping such as efficient irrigation, soil improvements, mulching, lists of low water-demand plants, tours of xeriscaped facilities, and xeriscape classes.

- ___ 2. Protect existing beneficial site features and save trees to prevent erosion. Establish and carefully mark tree protection areas well before construction.
- ___ 3. Limit staging areas and prevent unnecessary grading of the site to protect existing, especially native, vegetation.
- ___ 4. Use top soil from the graded areas, stockpiled on the site and protected with a silt fence to reduce the need for imported top soil.
- ___ 5. Irrigate with non-potable water or reclaimed water when feasible. Collect rainwater from the roof for irrigation.
- ___ 6. Sub-meter the irrigation system to reduce water consumption and consequently water and sewer fees. Contact the local county agency to obtain irrigation sub-metering requirements and procedures. Locate irrigation controls within sight of the irrigated areas to verify that the system is operating properly.
- ___ 7. Use pervious paving instead of concrete or asphalt paving. Use natural and man-made berms, hills and swales to control water runoff.
- ___ 8. Avoid the use of solvents that contain or leach out pollutants that can contaminate the water resources and runoff. Contact the State of Hawaii Clean Water Branch at 586-4309 to determine whether a NPDES (National Pollutant Discharge Elimination System) permit is required.
- ___ 9. Use Integrated Pest Management (IPM) techniques. IPM involves a carefully managed use of biological and chemical pest control tactics. It emphasizes minimizing the use of pesticides and maximizing the use of natural process.
- ___ 10. Use trees and bushes that are felled at the building site (i.e. mulch, fence posts). Leave grass trimmings on the lawn to reduce green waste and enhance the natural health of lawns.
- ___ 11. Use recycled content, decay and weather resistant landscape materials such as plastic lumber for planters, benches and decks.

VII. Building Materials & Solid Waste Management

A. Material Selection and Design

- ___ 1. Use durable products.
- ___ 2. Specify and use natural products or products with low embodied energy and/or high recycled content. Products with recycled content include steel, concrete with glass,

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Group, that offers an alternative to landfill disposal of usable materials, and facilitates no-cost trades. See web site, www.himex.org.

10. Use suppliers that re-use or recycle packaging material whenever possible.

VIII. Indoor Air Quality

1. Design an HVAC system with adequate supply of outdoor air, good ventilation rates, even air distribution, sufficient exhaust ventilation and appropriate air cleaners.
2. Develop and specify Indoor Air Quality (IAQ) requirements during design and contract document phases of the project. Monitor compliance in order to minimize or contain IAQ contaminant sources during construction, renovation and remodeling.
3. Notify occupants of any type of construction, renovation and remodeling and the effects on IAQ.
4. Inspect existing buildings to determine if asbestos and lead paint are present and arrange for removal or abatement as needed.
5. Supply workers with, and ensure the use of VOC (Volatile Organic Compounds)-safe masks where required.
6. Ensure that HVAC systems are installed, operated and maintained in a manner consistent with their design. Use UV lamps in Air Handling Units to eliminate mold and mildew growth. An improperly functioning HVAC system can harbor biological contaminants such as viruses, bacteria, molds, fungi and pollen, and can cause Sick Building Syndrome (SBS).
7. Install separate exhaust fans in rooms where air polluting office equipment is used, and exhaust directly to the exterior of the building, at sufficient distance from the air intake vents.
8. Place bird guards over air intakes to prevent pollution of shafts and HVAC ducts.
9. Control indoor air pollution by selecting products and finishes that are low or non-toxic and low VOC emitting. Common sources of indoor chemical contaminants are adhesives, carpeting, upholstery, manufactured wood products, copy machines, pesticides and cleaning agents.
10. Schedule finish application work to minimize absorption of VOCs into surrounding materials e.g. allow sufficient time for paint and clear finishes to dry before installing carpet and upholstered furniture. Increase ventilation rates during periods of increased pollution.
11. Allow a flush-out period after construction, renovation, remodeling or pesticide application to minimize occupant exposure to chemicals and contaminants.

drywall, carpet, etc. Use ground recycled concrete, graded glass cullet or asphalt as base or fill material.

3. Specify low toxic or non-toxic materials whenever possible, such as low VOC (Volatile Organic Compounds) paints, sealers and adhesives and low or formaldehyde-free materials. Do not use products with CFCs (Chloro-fluoro-carbons).
4. Use locally produced products such as plastic lumber, insulation, hydro-mulch, glass tiles, compost.
5. Use advanced framing systems that reduce waste, two stud corners, engineered structural products and prefabricated panel systems.
6. Use materials which require limited or no application of finishing or surface preparation. (i.e. finished concrete floor surface, glass block and glazing materials, concrete block masonry, etc.)
7. Use re-milled salvaged lumber where appropriate and as available. Avoid the use of old growth timber.
8. Use sustainably harvested timber.
9. Commit to a material selection program that emphasizes efficient and environmentally sensitive use of building materials, and that uses locally available building materials. (A list of Earth friendly products and materials is available through the Green House Hawai'i Project. Call Clean Hawai'i Center, Tel. 587-3802 for the list.)

B. Solid Waste Management, Recycling and Diversion Plan

1. Prepare a job-site recycling plan and post it at the job-site office.
2. Conduct pre-construction waste minimization and recycling training for employees and sub-contractors.
3. Use a central area for all cutting.
4. Establish a dedicated waste separation/diversion area. Include Waste/Compost/Recycling collection areas and systems for use during construction process and during the operational life cycle of the building.
5. Separate and divert all unused or waste cardboard, ferrous scrap, construction materials and fixtures for recycling and/or forwarding to a salvage exchange facility. Information on "Minimizing C&D (construction and demolition) waste in Hawai'i" is available through Department of Health, Office of Solid Waste Management, Tel. 586-4240.
6. Use all green waste, untreated wood and clean drywall on site as soil amendments or divert to offsite recycling facilities.
7. Use concrete and asphalt rubble on-site or forward the material for offsite recycling.
8. Carefully manage and control waste solvents, paints, sealants, and their used containers. Separate these materials from C&D (construction and demolition) waste and store and dispose them of them carefully.
9. Donate unused paint, solvents, sealants to non-profit organizations or list on HIMEX (Hawai'i Materials Exchange). HIMEX is a free service operated by Maui Recycling

IX. Commissioning & Construction Project Closeout

1. Appoint a Commissioning Authority to develop and implement a commissioning plan and a preventative maintenance plan. Project Manager's responsibilities must include coordination of commissioning activities during project closeout.
2. Commissioning team should successfully demonstrate all systems and perform operator training before final acceptance.
3. Provide flush-out period to remove air borne contaminants from the building and systems.
4. Provide as-built drawings and documentation for all systems. Provide data on equipment maintenance and their control strategies as well as maintenance and cleaning instructions for finish materials.

X. Occupancy and Operation

- A. General Objectives**
1. Develop a User's Manual for building occupants that emphasizes the need for Owner/Management commitment to efficient sustainable operations.
 2. Management's responsibilities must include ensuring that sustainability policies are carried out.

B. Energy

1. Purchase EPA rated, Energy Star, energy-efficient office equipment, appliances, computers, and copiers. (Energy Star is a program sponsored by U.S. Dep. Of Energy. Use of these products will contribute to reduced energy costs for buildings and reduce air pollution.)
2. Institute an employee education program about the efficient use of building systems and appliances, occupants impact on and responsibility for water use, energy use, waste generation, waste recycling programs, etc.
3. Re-commission systems and update performance documentation periodically per recommendations of the Commissioning Authority, or whenever modifications are made to the systems.

C. Water

1. Start the watering cycle in the early morning in order to minimize evaporation.
2. Manage the chemical treatment of cooling tower water to reduce water consumption.

D. Air

1. Provide incentives which encourage building occupants to use alternatives to and to reduce the use of single occupancy vehicles.

2. Provide a location map of services within walking distance of the place of employment (child care, restaurants, gyms, shopping).
3. Periodically monitor or check for indoor pollutants in building.
4. Provide an IAQ plan for tenants, staff and management that establishes policies and documentation procedures for controlling and reporting indoor air pollution. This helps tenants and staff understand their responsibility to protect the air quality of the facility.

E. Materials and Products

1. Purchase business products with recycled content such as paper, toners, etc.
2. Purchase Furniture made with sustainably harvested wood, or with recycled and recycled content materials, which will not off gas VOCs.
3. Remodeling and painting should comply with or improve on original sustainable design intent.
4. Use low VOC, non-toxic, phosphate and chlorine free, biodegradable cleaning products.

F. Solid Waste

1. Collect recyclable business waste such as paper, cardboard boxes, and soda cans.
2. Avoid single use items such as paper or Styrofoam cups and plates, and plastic utensils.

XI. Resources

Financing: Energy Efficiency in Buildings. U.S. Department of Energy, DOE/EE-0152, May, 1998 (Call Tel. 1-800-DOE-EREC or visit local office)

Building Commissioning: The Key to Quality Assurance. U.S. Department of Energy, DOE/EE-0153, May, 1998 (Call Tel. 1-800-DOE-EREC or visit local office)

Guide to Resource-Efficient Building in Hawaii. University of Hawai'i at Manoa, School of Architecture and Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, October 1998. (Call Tel. 587-3804 for publication)

Hawaii Model Energy Code. Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, November 1997 (Call Tel. 587-3810 for publication)

Photovoltaics in the Built Environment: A Design Guide for Architects and Engineers. NREL Publications, DOE/GO #10097-436, September 1997 (Call Tel. 1-800-DOE-EREC or visit local office)

The Inside Story: A Guide to Indoor Air Quality. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for this and related publications.) Additional information is available from the American Lung Association, Hawaii, Tel. 537-5966

Selecting Healthier Flooring Materials. American Lung Association and Clean Hawaii Center, February 1999. (Call Tel. 537-5966 x307)

Office Paper Recycling: An Implementation Manual. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for publication.)

Acknowledgments

OEQC and the Environmental Council would like to thank Allison Beale, Gary Gill, Nick H. Huddleston, Gail Suzuki-Jones, Purnima McCutcheon, Virginia B. MacDonald, Steve Meder, Ramona Mullahy, Thomas P. Papandrew, Victor Olgay, Howard Tanaka, and Howard Wüig for their assistance with this project.

Building Integrated Photovoltaics: A Case Study. NREL Publications #TP-472-7574, March 1995 (Call Tel. 1-800-DOE-EREC or visit local office)

Solar Electric Applications: An overview of Today's Applications. NREL Publications, DOE/GO #10097-357, Revised February, 1997 (Call Tel. 1-800-DOE-EREC or visit local office)

Green Lights: An Enlightened Approach to Energy Efficiency and Pollution Prevention. U.S. Environmental Protection Agency, Pacific Island Contact Office (Call Tel. 541-2710 for publication.)

Healthy Lawn. Healthy Environment. U.S. Environmental Protection Agency, Pacific Island Contact Office. (Call Tel. 541-2710 for this and related publications)

How to Plant a Native Hawaiian Garden. Office of Environmental Quality Control (OEQC), Department of Health, State of Hawaii (Call Tel. 586-4185 for publication)

Buy Recycled in Hawaii. Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, November 1997. (Call Tel. 587-3802 for publication)

Hawaii Recycling Industry Guide and other recycling and reuse related fact sheets. Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, July 1999. (Call Tel. 587-3802 for publication)

Minimizing Construction and Demolition Waste. Office of Solid Waste Management, Department of Health and Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, February 1998. (Call Tel. 586-4240 for publication)

Contractor's Waste Management Guide and Construction and Demolition Waste Management Facilities Directory. Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, 1999. (Call Tel. 587-3802 for publication)

Waste Management and Action: Construction Industry. Department of Health, Solid and Hazardous Waste Branch (Call Tel. 586-7496 for publication)

Business Guide For Reducing Solid Waste. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for publication.)



FRED S. OAK
 PETER T. JIA, AIA, LEED
 HANNAH O'NEILL, AIA
 SCOTT B. SUTTON, AIA, ASD
 NICKY HARRIS, AIA
 RYAN J. JONES, AIA, LEED
 JENNIFER HARRIS, AIA
 JESSIE L. HARRIS, AIA
 STEPHEN M. WATSON, AIA
 TONIA C. WALKER, AIA
 GEORGE T. PARK, AIA, LEED
 PAUL R. O'NEILL, AIA
 JENNIFER LEE COOK, AIA, LEED
 PETER J. GILBERT
 KATHY C. HILL, AIA
 ROY A. HARRIS, AIA, LEED
 SUZANNE J. JONES, AIA
 CHARLES B. HARRIS, AIA
 DEAN H. HARRIS
 FRANK J. JONES
 FRED E. HARRIS
 KATHY A. HARRIS
 KATHY H. O'NEILL, AIA
 CHRISTOPHER M. HARRIS, AIA
 HARRIS J. JONES
 Scott Langston
 Susan O'Neil, AIA, LEED

October 10, 2001

Ms. Genevieve Salmonson, Director
 Office of Environmental Quality Control
 State of Hawaii
 235 South Beretania Street, Suite 702
 Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk Project
 EIS Preparation Notice

Dear Ms. Salmonson:

Thank you for your letter of August 6, 2001 regarding the Environmental Impact Statement Notice of Preparation (EIS/NP) for the Outrigger Waikiki Beach Walk project.

We have prepared the following responses to your specific comments for consideration in the Draft EIS (DEIS).

- 1) Pursuant to Sec. 11-200-9(a)(1), Hawaii Administrative Rules, consultation with agencies, citizen groups, and individuals have been and continue to be a part of the DEIS process. A list of consulted parties and copies of their submitted written comments will be included in the DEIS.
- 2) The cumulative impacts on the environment and infrastructure of Waikiki that are associated with this project and other projects in the vicinity will be discussed in the DEIS.
- 3) In accordance with Act 50, SLH 2000 and the guidelines established by the Environmental Council, the DEIS will include a cultural impact assessment. Thank you for the enclosed copy of the Environmental Council's Guidelines for Assessing Cultural Impacts.
- 4) The DEIS will include a discussion of proposed measures and alternatives that will incorporate techniques discussed in the guidelines for sustainable building design.
- 5) The use of recycled glass in the construction phase of the project will be considered.

- 6) The DEIS will include a discussion of appropriate landscaping that uses indigenous and polynesian introduced plants. Conveying a Hawaiian sense of place is one of the key goals of the project design.
- 7) The DEIS will include a study on the impacts of drainage and runoff during all phases of project design, as well as potential mitigative measures to minimize potential impacts.
- 8) A traffic impact analysis will be included in the DEIS. Appropriate measures to mitigate traffic impacts, including the use of public transportation, will be considered.

Your letter and this response will be included in the Draft Environmental Impact Statement. We appreciate your participation in the environmental review process.

Sincerely,

 Christine Ruolola, AICP
 Associate

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96813



RECEIVED
AUG 8 - 2001
August 3, 2001
GROUP 70

JEREMY HARRIS, Mayor
EDDIE FLORES
CHARLES A. GIBBS
JAN N. L. JAMES
HERBERT K. MAOPUA, SR.
BARBARA TOM STANTON
BRYAN K. ANNUAL, E-Office
ROSS S. SASUMURA, E-Office
CLIFFORD S. JAMILE
Manager and Chief Engineer

COPY

RECEIVED
80 OF WATER SUPPLY
Jul 9 12 17 PM '01

011114

cc

June 22, 2001



GROUP 70
INTERNATIONAL

TO: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: SM CLIFFORD S. JAMILE, MANAGER AND CHIEF ENGINEER

SUBJECT: TRANSMITTAL OF JUNE 22, 2001 OF THE ENVIRONMENTAL
IMPACT STATEMENT PREPARATION NOTICE FOR THE OUTRIGGER
HOTELS WAIKIKI BEACH WALK PROJECT, WAIKIKI, OAHU,
HAWAII, TMK: 2-6-02: 15, 16; 2-6-03: 01-04, 06-12, 21,
32, 34-35, 39, 52, 56. PORTION 57: 2-6-04: 10.

Thank you for the opportunity to review and comment on the subject document for the proposed hotel redevelopment project.

We have no objections to the proposed project. We reserve further comment until the Draft Environmental Impact Statement is submitted for our review and comment.

If you have any questions, please contact Scot Muraoka at 527-5221.

cc: Christine Ruotola, Group 70 International, Inc.

Subject: Waikiki Beach Walk
Environmental Impact Statement Notice of Preparation

Dear Participant:

Outrigger Enterprises, Inc. is beginning a process to redevelop their properties in the Lewers/Saraloga area of Waikiki. Outrigger's consultant, Group 70 International, Inc., is currently preparing a Draft Environmental Impact Statement to evaluate the proposed project. Enclosed for your review and comment is the Waikiki Beach Walk Environmental Impact Statement Notice of Preparation (EISP/N).

The thirty-day public comment period for the enclosed EISP/N begins on July 8, 2001 and ends on August 7, 2001. Please submit written comments to:

Department of Planning and Permitting
650 S. King Street, 7th Floor
Honolulu, Hawaii 96813
Attn: Ardis Shaw-Kim

And a copy to:

Group 70 International, Inc.
925 Bethel Street, 9th Floor
Honolulu, HI 96813-4307
Attn: Christine Ruotola

Thank you for your participation in the environmental review process for this project.

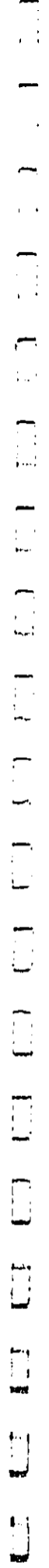
Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola
Christine Ruotola, AICP
Senior Planner

Pure Water... our greatest need - see if we can help.

Group 70 International, Inc. • Architecture • Planning • Interior Design • Environmental Studies • Building Design • Construction • Asset Management
2250 Kalaniana'olani Blvd., Suite 1000, Honolulu, HI 96813-4307 • Fax: 527-5221 • Email: info@group70.com





FRENK OGI
 AIA, D. A.A., AEP
 NORMAN GY HONG AIA
 STEPHEN KAMM AIA, AIA
 MESA HOK AIA
 BOYD HINE AIA, CS
 JAMES HUNTER AIA
 MERF E. HUNTER AEP
 STEPHEN H. HUNT AIA
 IRIDI C. HUI AIA

 GEORGE L. ABE AEP
 PAUL CLERKE AIA
 MARGARET COOK AIA, CDT
 PAUL J. CULLEN
 S. COLVIN
 JAMES C. HUI AIA
 BOYD HINE AIA, CS
 SUZUKI BOY AIA
 CONNOR ELLIOTT AIA
 DEAN H. LAMINA
 TARA B. MCGEE
 LAWRENCE HANCOCK
 JEFFREY A. HUI
 ANDREW H. CHURCH AEP
 CHRISTOPHER H. BURKHA AEP
 NORMAN J. SCOTT
 SCOTT BRIDGMAN
 SUZUKI BOY AIA, AIA

October 10, 2001

Mr. Clifford S. Jamile, Manager & Chief Engineer
 City & County of Honolulu
 Board of Water Supply
 630 South Beretania Street
 Honolulu, HI 96843

Subject: Outrigger Waikiki Beach Walk Project
 EIS Preparation Notice

Dear Mr. Jamile:

Thank you for your letter of August 3, 2001 to the Department of Planning and
 Permitting regarding your review of the Environmental Impact Statement Notice
 of Preparation (EISP/N) for the Outrigger Waikiki Beach Walk project.

Your letter and this response will be included in the DEIS. We will forward you
 a copy of the Draft EIS for your review upon its completion. We appreciate your
 continued participation in the environmental review process.

Sincerely,


 Christine Ruotola, AICP
 Associate

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



SENIOR MANAGER
MAYOR

WILLIAM D. BALFOUR, JR.
DIRECTOR

EDWARD T. "SIMP" DALZ
DEPUTY DIRECTOR

July 25, 2001

MEMORANDUM

TO: RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: WILLIAM D. BALFOUR, JR., DIRECTOR

SUBJECT: WAIKIKI BEACH WALK ENVIRONMENTAL
IMPACT STATEMENT NOTICE OF PREPARATION

Thank you for the opportunity to review and comment on the Waikiki Beach Walk Environmental Impact Statement Notice of Preparation relating to the redevelopment of the Lewers/Saratoga area of Waikiki.

The Department of Parks and Recreation supports the proposed redevelopment and revitalization of Outrigger Enterprises' Waikiki properties in the Lewers/Saratoga area of Waikiki.

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
(2/26/01)

cc: Mr. Don Griffin, Department of Design and Construction



October 10, 2001

Mr. William D. Balfour, Jr., Director
City & County of Honolulu
Department of Parks & Recreation
650 South King Street, 10th Floor
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk Project
EIS Preparation Notice

Dear Mr. Balfour:

Thank you for your letter of July 25, 2001 to the Department of Planning and Permitting regarding your review of the Environmental Impact Statement Notice of Preparation (EISP/N) for the Outrigger Waikiki Beach Walk project.

Your expression of support for this project and the contribution it will make to the revitalization of Waikiki is greatly appreciated.

Your letter and this response will be included in the DEIS. We will forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,

Christine Ruotola
Christine Ruotola, AICP
Associate

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET - HONOLULU, HAWAII 96813
TELEPHONE: (808) 525-3414 - FAX: (808) 527-4753 - INTERNET: www.ci.honolulu.hi.us



JEREMY HARRIS
MAYOR

RANDALL K. FUJIMORI, III
DIRECTOR
LORETTA S.C. CHIEC
DEPUTY DIRECTOR

2001/ED-12 (ASK)

August 14, 2001

Christine Ruotola, AICP
Page 2
August 14, 2001

Christine Ruotola, AICP
Group 70 International, Inc.
925 Bethel Street, 5th Floor
Honolulu, Hawaii 96813

Dear Ms. Ruotola:

Waikiki Beach Walk - Redevelopment Plan
Environmental Impact Statement Preparation Notice

Tax Map Keys: 2-6-002: 15 and 16

2-6-003: 1-12, 32, 34, 35, 39, 52, 56, (por.) 57 2-6-004: 10

This responds to your submittal of the Environmental Impact Statement (EIS) Preparation Notice requesting comments on the Waikiki Beach Walk redevelopment plan. We are forwarding copies of all comments we have thus far received related to the EIS Preparation Notice for the above-referenced project.

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

1. **Landowners:** A complete list of landowners of each parcel included in the project should be provided in the draft EIS. TMK: 2-6-5:1 should also be included since it will be used to satisfy the proposal's parking requirements.
2. **Location Map:** The draft EIS should provide a location map that includes all of the parcels encompassed by the project, including the appropriate portion of Fort DeRussy.

3. **Visitor Unit Cap:** The draft EIS should include discussion of the impact of the proposal's net increase of 235 hotel rooms on the 32,800 absolute visitor unit cap prescribed in the Primary Urban Center Development Plans's Special Provisions (ROH Section 24-2.2(b)(2)(B)). This discussion should include consideration of other recent and proposed projects in Waikiki (i.e., Hilton's Kalia and Waikikian Towers). The draft EIS should address how the proposed development will conform to the visitor cap.

4. **Required Permits:** The draft EIS section regarding **Required Permits** should be expanded to include the following:

- a. **Conditional Use Permits** for
 - 1) joint development; and
 - 2) off-site parking;
 - b. Subdivisions to create easements for "air rights" over Kalia Road and Beach Walk for the proposed pedestrian bridges;
 - c. A Public Facilities Map amendment is required to enable purchase of a public roadway (Helumoa Street), and resolve any infrastructure issues in the roadway (water, sewer, etc.);
 - d. Possible surface encroachment and alternate paving material variances from City standards;
 - e. Sewer and water connection applications. A discussion of project demand and system capacity for sewer and water infrastructure should be included under the draft EIS' infrastructure section;
 - f. Clarification that final approval of the project is considered a major special district permit.
5. **Consulted Parties:** Consulted parties should include the City's Department of Design and Construction (DDC).

11. Traffic Analysis: More detailed discussion should be included about the project's proposed traffic management and circulation improvements, including:
 - a) The closing of a portion of Helumoa Road (ownership of the road and any approvals/permits required);
 - b) Impacts to the area from diverting project traffic to Saratoga Road and Beach Walk to alleviate traffic on Lewers Street. This should include the volume of tour buses, delivery and other vehicles servicing other area establishments, and how they will be affected and accommodated under the proposal.
 - c) Traffic analysis regarding all of the project's points of ingress and egress; and
 - d) Required traffic and street improvements.

12. Waikiki Special District (WSD) Objectives and Design Guidelines: The draft EIS should describe how the project addresses the objectives of the Waikiki Special District including - emphasizing and enhancing the pedestrian experience; promoting a Hawaiian Sense of Place; complementing Hawaii's tropical climate/ambiance through project design; and maintaining and/or improving WSD-identified views, and visual links between public spaces, shoreline, ocean and mountain views, open space and ground level spaces.

13. Open Space: More detailed information should be provided regarding how this project meets open space requirements i.e., open space and "enhanced public areas" location and individual area tabulations.

14. View Analysis: In accordance with the WSD Design Guidelines regarding building and form, there should be a view analysis and discussion regarding how the new structures (long-axis) will conform to the recommended mauka-makai orientation to minimize obstruction of mauka views and maximize natural ventilation.

15. Wind Analysis: A wind analysis should be included to identify the project's potential impacts on adjacent buildings, surrounding open space, and other public areas such as porte cocheres and open lobbies.

6. Project Alternatives: The draft EIS should include discussion of the following Project Alternatives:

- a. A project scheme that does not include the closure of Helumoa Road;
- b. A project scheme that does not utilize the Planned Development Resort option.

7. Land Use Ordinance Requirements: The draft EIS should discuss how the proposed project will comply with building heights, transitional height setbacks, yards, open space and landscaping.

8. Nonconforming Structures: A detailed discussion about the nonconformities of the structures that are to be retained after redevelopment should be provided.

9. Maximum Density: More detailed information should be provided regarding density calculations and floor area tabulations for the project.

10. Parking and Loading: The draft EIS should provide additional detail about:

- a. Parking and loading requirements (location and numbers), including 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.

b) The proposed off-site parking at Fort DeRussy (corner of Saratoga Road and Kalia Road). Discussion should include identification of all approvals which will be required to use this area for project parking; statement about whether a new parking structure is being proposed, and if so, how large; whether these stalls are part of the project's required parking; description of how users of this parking will be transported to the project area.

Ms. Christine Ruotola
Page 5
August 14, 2001

16. Flood Requirements: The project is within the "AO" and "AE" flood hazard districts. All work must comply with flood requirements.
17. The Special Management Area, Shoreline Setback, and Coastal Height Setback: Show how the shoreline setback and coastal height setback requirements will be met. The draft EIS should also include detailed discussion regarding the project's conformance with the objectives and policies of the Special Management Area, Chapter 25, ROH.
18. Shoreline Access: The draft EIS should describe public shoreline access and discuss the proposal's impacts/changes to pedestrian shoreline access in the area. The availability of publicly available parking should be identified.
19. Significance Criteria: There should be more justification for each of the thirteen significance criteria, as well as any impacts and mitigative measures.
20. Project Schedule: The draft EIS should include preliminary schedules for obtaining required permits and for project development.
21. Development Plans: With respect to the proposed PUC Development Plan presently under review, the proposed PUC Development Plan Public Review Draft of April 1999 is no longer valid and should not be used for reference in reviewing this project. For your information, major revisions to the draft PUC development plan are ongoing and will be available for public review in the near future.
22. Sewer Capacity: The project area is serviced by three sewer lines to the Beachwalk Wastewater Pump Station (WWPS). See the attached map. The municipal sewer lines are at capacity and relief sewer lines are required to accommodate the anticipated increases in sewage flow.

The evaluation of the wastewater system in the forthcoming Draft EIS should include a proposal to provide relief sewers to the Beachwalk WWPS. A table similar to the "Existing and Proposed Hotel Room Count" for the varying types of floor areas should also be included. This information will be used to assess the capacity required for the relief sewer lines.

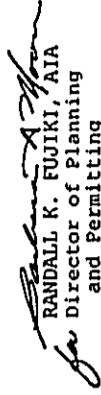
Ms. Christine Ruotola
Page 6
August 14, 2001

23. Pedestrian Circulation: The city is currently undertaking a study, "Livable Waikiki", to improve transportation, including pedestrian circulation in Waikiki. The draft EIS should address pedestrian circulation and how the project will impact the existing pedestrian patterns. We recommend that plans be coordinated with the City Department of Transportation Services and the "Livable Waikiki" Office.

The ground level plan seems to identify a portion of Lewers Street as an "Entertainment Plaza". The draft EIS should explain how this street, which is currently heavily utilized by two way vehicular traffic, will function as an "Entertainment Plaza".
24. LJO Requirements: Show how the proposed project will comply with building heights, transitional height setbacks, yards, open space, and landscaping.
25. Federal Requirements: As the proposal includes the use of Federally owned lands, the draft EIS should indicate how NEPA requirements will be met.
26. Historic and Archaeological Resources: The draft EIS should address the presence of historic and cultural resources and the potential project related impacts. Off-site improvements such as underground utility lines must be included in this evaluation. We recommend that you contact the Department of Land and Natural Resources, State Historic Preservation Division regarding this matter.

If you have any questions, please contact Ardis Shaw-Kim of our Land Use Approvals Branch at 527-5349.

Sincerely yours,


RANDALL K. FUJIKI, AIA
Director of Planning
and Permitting

RKF:cs
Enclosures

cc: State Office of Environmental Quality Control
Zoning Plans Review Branch
Land Use Approval Branch
Zoning Regulations and Permits Branch
Wastewater Branch
081101030(rev)

Letter to Mr. Randall Fujiki
October 10, 2001
Page 2 of 3

8. **Nonconforming Structures.** The DEIS will describe in detail any non-conformities with LUO requirements for existing structures which are to be retained by the project.
9. **Maximum Density.** Detailed information, calculations, and tabulations regarding project floor area and density will be included in the DEIS.
10. **Parking and Loading.**
 - a. A parking and loading management plan is being prepared for the project. The findings will be described in the DEIS and detailed in the project's application for a major special district permit.
 - b. The DEIS will include a full description of the parking arrangement and improvements proposed at Fort DeRussy. It will also discuss the approvals required to secure this arrangement, the relationship of these stalls to meeting the project's parking requirements, and the modes of user access between the parking area and the project.
11. **Traffic Analysis.** A Traffic Impact Assessment report has been prepared for this project and will be included in the DEIS. Discussion of permits required for the closure of Helumoa Road will also be included.
12. **Waikiki Special District Objectives and Design Guidelines.** The DEIS will describe how the project addresses the objectives and design guidelines of the Waikiki Special District.
13. **Open Space.** The DEIS will describe the open spaces proposed in the project and address how they meet WSD open space requirements.
14. **View Analysis.** A view analysis has been conducted and will be included in the DEIS.
15. **Wind Analysis.** The DEIS will discuss the project's anticipated impacts to wind patterns in the area.
16. **Floor Requirements.** All construction work will comply with flood hazard district requirements.
17. **SMA, Shoreline Setback, and Coastal Height Setback.** Building improvements are not proposed within the shoreline setback or coastal height setback area. The DEIS will discuss the project's conformance with shoreline and coastal height setback requirements, as well as the objectives and policies of the Special Management Area, Chapter 205, Revised Ordinances of Honolulu.

October 10, 2001

Mr. Randall Fujiki, AIA, Director
City and County of Honolulu
Department of Planning and Permitting
650 S. King Street
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk Project
EIS Preparation Notice

Dear Mr. Fujiki:

Thank you for your letter of August 3, 2001 regarding your review of the Environmental Impact Statement Notice of Preparation (EISFN) for the Outrigger Waikiki Beach Walk project. The following are offered in response to your comments:

1. **Landowners.** The Draft Environmental Impact Statement (DEIS) will include a list of Landowners. TMK 2-6-5:1 will be identified as a location for off-site parking.
2. **Location Map.** The location map will be revised to include the portion of the Ft. DeRussy parcel where the off-site parking will be located.
3. **Visitor Unit Cap.** The DEIS will discuss the impact of the proposed action, as well as Hilton's Kalia Tower and proposed Waikikian development, on the visitor unit cap.
4. **Required Permits.** The DEIS will include a description of all required permits.
5. **Consulted Parties.** The Department of Design and Construction will be included as a consulted party.
6. **Project Alternatives.** The DEIS will include discussion of the alternatives requested.
7. **Land Use Ordinance Requirements.** The DEIS will discuss the project's compliance with LUO requirements. Detailed information on compliance will be included with the project's application for a major special district permit under the LUO's Waikiki Special District Planned Development-Resort (PD-R) process.

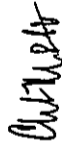
Global 70 International, Inc. • Architecture • Planning • Interior Design • Building Design • Asbestos Management • Environmental Services
955 Sand Street, Suite 1000 • Honolulu, Hawaii 96813-4107 • Tel: (808) 593-5600 • Fax: (808) 593-5874 • www.g70.com • mail@g70.com

Letter to Mr. Randall Fujiki
October 10, 2001
Page 3 of 3

18. **Shoreline Access.** The DEIS will describe the project's impacts to pedestrian shoreline access and publicly available parking.
19. **Significance Criteria.** The discussion of each of the significance criteria will be discussed in Section 6 of the DEIS.
20. **Project Schedule.** The DEIS will include a schedule for obtaining required permits and for development of the project.
21. **Development Plans.** The DEIS will discuss the project's conformance with the adopted PUC Development Plan.
22. **Sewer Capacity.** The DEIS will address sewer capacity and describe the proposed improvements that will be required to meet project demand.
23. **Pedestrian Circulation.** The DEIS will describe the project's pedestrian circulation systems, including the entertainment plaza along Lewers Street, and how they relate to Waikiki Special District design guidelines and Livable Waikiki goals. The DEIS will also address traffic impacts to pedestrian circulation.
24. **LUO Requirements.** See item 7 above.
25. **Federal Requirements.** The DEIS will identify approvals required from the Federal government concerning use of the Fort DeRussy parking lot.
26. **Historic and Archaeological Resources.** Archaeological and cultural resources studies have been conducted for this project and include a discussion of off-site improvements. These will be included in the DEIS.

Your comments and this response letter will be included in the DEIS. We appreciate your participation in the environmental review process.

Sincerely,



Christine Ruotola, AICP
Associate

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
PACIFIC PARK PLAZA • 731 KAPOLAHU BOULEVARD, SUITE 1200 • HONOLULU, HAWAII 96813
TELEPHONE: (808) 522-5279 • FAX: (808) 522-4700 • INTERNET: WWW.HONOLULU.HI



JEREMY HARRIS
WATCH

CHERYL D. SOON
DIRECTOR
GEORGE W. MOYER, JR.
SENIOR DIRECTOR

August 15, 2001

TPD7701-2965R

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CITY & COUNTY OF HONOLULU

MEMORANDUM

TO: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTN: ARDIS SHAW-KIM

FROM: CHERYL D. SOON, DIRECTOR

SUBJECT: WAIKIKI BEACH WALK

In response to the June 22, 2001 letter from Group 70 International, Inc., the environmental impact statement (EIS) preparation notice for the subject project was reviewed. The following comments are the result of this review:

1. The Primary Corridor Transportation Project being proposed by this department includes a Bus Rapid Transit system operating on Kalua Road, Saratoga Road and Kalakaua Avenue in the vicinity of the project. In order to minimize any impacts that these projects may have on each other, close coordination will be required. In addition, the project should be coordinated with and consider the needs/operations of other properties in the vicinity of the project.
2. The draft EIS should clarify the traffic flow on all of the streets in the project area, such as Kalua Road, Helemao Road, and Lewers Street. It is unclear whether a portion of Lewers Street will be closed to vehicular traffic. The project proposal to change Beach Walk from two-way to one-way operation in the middle of the block may cause problems. The draft EIS should also discuss how the Saratoga Road/Kalua Road intersection would be modified.
3. The drawings in the EIS preparation notice show marked crosswalks conflicting with driveways. Pedestrians should be guided to cross at intersections; mid-block crosswalks should be eliminated. The Ground Level drawing also includes a note that the Lewers

Randall K. Fujiki
August 15, 2001
Page 2

Street Plaza paving pattern extends across the street. Roadways with the same paving patterns as sidewalks may confuse pedestrians as to the limits of the roadway.

4. All loading/unloading of freight/passengers should occur on-site. In addition, all maneuvering of these delivery vehicles should be done on-site.
5. The traffic study should determine if vehicle or pedestrian traffic signals would be warranted. If these signals are required, they should be included as part of the project.
6. The table showing existing and proposed hotel room count, on Page 5 of the EIS preparation notice, does not reflect that the 55 rooms of the Edgewater Lanais will be demolished in Phase 1. The Phase 1 subtotal and Total number of hotel rooms that will be demolished should be revised accordingly.

We look forward to reviewing the Draft EIS. In order to facilitate our review, please provide us with two copies of the document.

Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation Planning Division at Local 6976.

CHERYL D. SOON

cc: Ms. Christine Ruotola
Group 70



HONOLULU
 DEPARTMENT OF TRANSPORTATION SERVICES
 711 KAPIOLANI BOULEVARD, SUITE 1200
 HONOLULU, HI 96813

October 26, 2001

Ms. Cheryl D. Soon, Director
 City and County of Honolulu
 Department of Transportation Services
 711 Kapiolani Boulevard, Suite 1200
 Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk EIS Notice of Preparation

Dear Ms. Soon:

Thank you for your letter of August 15, 2001 regarding your review of the Environmental Impact Statement Notice of Preparation (EISP/N) for the Outrigger Waikiki Beach Walk project. The following are offered in response to your comments:

1. **Primary Corridor Transportation Project.** Outrigger Enterprises, Inc. and its consultants will continue to coordinate with City agencies and other property owners regarding BRT system plans.
2. **Traffic Flow.** A Traffic Study has been prepared and will be included in the Draft Environmental Impact Statement. In the proposed action, Lewers Street remains open to vehicular traffic.
3. **Crosswalks and Street Paving.** The location of crosswalks will be refined as detailed project design progresses. Group 70 International will coordinate with DTS concerning the location of area crosswalks and design features to extend the design of the Edgewater Plaza, while assuring pedestrian and vehicular safety along Lewers Street.
4. **Loading/Unloading.** The proposed plan calls for all loading and unloading of guests to occur on site. All deliveries serving Outrigger properties will also occur on site.
5. **Traffic Signals.** The Traffic Study has determined that no traffic signals are required with the proposed action. This study will be included in its entirety in the Draft EIS.
6. **Existing and Proposed Hotel Room Count.** This table has been corrected in the Draft EIS.

Letter to Ms. Cheryl Soon
 October 26, 2001
 Page 2 of 2

Your comments and this response letter will be included in the DEIS. Two copies of the Draft EIS will be provided for your review.

Sincerely,

 Christine Rtuotola, AICP
 Associate

HONOLULU OFFICE: 505 ALI'OLE STREET, SUITE 1200, HONOLULU, HI 96813
 TEL: 808-551-2000 FAX: 808-551-2001

HONOLULU OFFICE: 711 KAPIOLANI BOULEVARD, SUITE 1200, HONOLULU, HI 96813
 TEL: 808-551-2000 FAX: 808-551-2001

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
3375 KOAHLA STREET, SUITE 1423 • HONOLULU, HAWAII 96819-1853
TELEPHONE: (808) 831-7761 • FAX: (808) 831-7750 • INTERNET: WWW.HONOLULU.FI



JEVENS HARRIS
MAYOR

AUG 2 - 2001

GROUP 70

ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

Randall K. Fujiki, AIA, Director
Page 2
July 25, 2001

July 25, 2001

Should you have any questions, please call Battalion Chief Kenneth Silva of our Fire Prevention Bureau at 831-7778.

TO: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTENTION: ARDIS SHAW-KIM

FROM: ATTILIO K. LEONARDI, FIRE CHIEF

SUBJECT: WAIKIKI BEACH WALK
ENVIRONMENTAL IMPACT STATEMENT NOTICE OF PREPARATION

ATTILIO K. LEONARDI
Fire Chief

AKL/KS:ji

cc: Christine Ruotola, AICP, Group 70 International, Inc.

We are commenting on a letter from Ms. Christine Ruotola of Group 70 International, Inc. dated June 22, 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.

11-11-01 10:00 AM



October 10, 2001

Mr. Attilio K. Leonard, Fire Chief
City & County of Honolulu
Fire Department
3375 Koapaka Street, Suite H425
Honolulu, HI 96819-1869

Subject: Outrigger Waikiki Beach Walk Project
EIS Preparation Notice

Dear Chief Leonard:

Thank you for your letter of July 19, 2001 to the Department of Planning and Permitting regarding your review of the Environmental Impact Statement Notice of Preparation (EISP/N) for the Outrigger Waikiki Beach Walk project.

The project's water system design will meet BWS standards related to fire safety. All first floor project improvements will be within 150 feet of existing public streets that are accessible for fire department vehicles. Civil drawings will be submitted to the HFD for review and approval.

Your comments and this response letter will be included in the DEIS. We will forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process and welcome any further questions and concerns.

Sincerely,

Christine Ruotola, AICP
Associate

BRUCE GIBB
Architect
1100 Kalia Road, Suite 200
Honolulu, HI 96813
Phone: 808-944-1100
Fax: 808-944-1101
E-mail: bruce.gibb@group70.com
www.group70.com

CHRISTINE RUOTOLA
Associate
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Honolulu, HI 96813
Phone: 808-944-1100
Fax: 808-944-1101
E-mail: christine.ruotola@group70.com
www.group70.com

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POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU
801 SOUTH BERYTANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 929-3111
<http://www.honolulu.org>
www.cc.honolulu.hi.us

JEREMY HARRIS
MAYOR



LEE D. DONOHUE
CHIEF
MICHAEL CARVALHO
ROBERT AU
DEPUTY CHIEFS

OUR REFERENCE CS-KP

August 1, 2001

Randall K. Fujiki, AIA, Director
Page 2
August 1, 2001

We would like to suggest that Major Thomas Niitta of District 6 be contacted in an effort to address and minimize some of the anticipated problems.

If there are any questions, please call Ms. Carol Sodehani of the Support Services Bureau at 529-3658.

TO: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTENTION: ARDIS SHAW-KIM

FROM: LEE D. DONOHUE, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

SUBJECT: WAIKIKI BEACH WALK
ENVIRONMENTAL IMPACT STATEMENT NOTICE OF PREPARATION

LEE D. DONOHUE
Chief of Police

By *Lee D. Donohue*
EUGENE UEMURA
Assistant Chief of Police
Support Services Bureau

cc: Ms. Christine Ruotola
Group 70 International, Inc.

R E R E W I T E

AUG 3 - 2001
GROUP 70

Major Thomas Niitta
District 6

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

We have no objection to the proposal. However, we do have some concerns about the period of time during and after the construction phase.

Construction-related dust, debris, and noise will have an impact on calls for police service. Pedestrian and vehicular safety and route accessibility will also be of concern and will have an impact on calls for service. There is traffic congestion in the area already; the addition of construction vehicles will further compound the problem.

Parking and loading areas are at a premium. We are concerned that there will be problems in accommodating the needs of the hotels, merchants, and visitors in this area. Consequently, this situation will generate more calls for police service as well as impede our response time when servicing calls.

After the construction phase is completed and the area becomes fully operational, we expect more people to be drawn to the area. This is an invitation for more traffic congestion and more criminal activity. These factors will have an impact on calls for police service and will also hamper our response time to emergencies and servicing the public.

Serving and Protecting with Aloha



October 10, 2001

Mr. Lee D. Donohue, Chief of Police
City & County of Honolulu
Police Department
801 South Beretania Street
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk Project
EIS Preparation Notice

Dear Chief Donohue:

Thank you for your letter of August 1, 2001 to the Department of Planning and Permitting regarding your review of the Environmental Impact Statement Notice of Preparation (EISP/N) for the Outrigger Waikiki Beach Walk project.

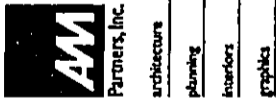
The Draft Environmental Impact Statement (DEIS) will address project-related traffic and parking impacts. Additionally, the DEIS will discuss mitigative efforts to minimize potential impacts related to construction activity, as well as to promote a safer environment within the project area.

Your comments and this response letter will be included in the DEIS. We will forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,

Christine Ruotola, AICP
Associate

Gregory A. A. A.
David C. A. A.
Michael A. A. A.
John A. A. A.
Robert A. A. A.
Thomas A. A. A.
Christopher A. A. A.
Daniel A. A. A.
Matthew A. A. A.
Anthony A. A. A.
Nicholas A. A. A.
Alexis A. A. A.
Samantha A. A. A.
Jonathan A. A. A.
Caitlin A. A. A.
Kaitlyn A. A. A.
Madeline A. A. A.
Olivia A. A. A.
Sophia A. A. A.
Isabella A. A. A.
Mia A. A. A.
Charlotte A. A. A.
Amelia A. A. A.
Harper A. A. A.
Evelyn A. A. A.
Abigail A. A. A.
Emily A. A. A.
Madison A. A. A.
Lillian A. A. A.
Savannah A. A. A.
Brooklyn A. A. A.
Caitlyn A. A. A.
Christina A. A. A.
Danielle A. A. A.
Elizabeth A. A. A.
Gabriella A. A. A.
Grace A. A. A.
Hannah A. A. A.
Isabella A. A. A.
Kaitlyn A. A. A.
Lillian A. A. A.
Madison A. A. A.
Mia A. A. A.
Olivia A. A. A.
Sophia A. A. A.
Victoria A. A. A.
Zoey A. A. A.



22 August 2001

Outrigger Enterprises, Inc.
Attn: Eric Masutomi
2375 Kuhio Avenue
Honolulu, Hawaii 96815

PROJECT: Waikiki Beach Walk

SUBJECT: Environmental Impact Statement Process

Dear Mr. Masutomi:

Please register me as a consulted party for your environmental impact statement preparation process on your proposal to redevelop properties in the Lewers Street-Kalia Road area of Waikiki. Copies of the Draft Environmental Impact Statement and Final Environmental Impact Statement may be directed to me at the following address:

AM Partners, Inc.
Attn: Gordon Wood
1164 Bishop Street, Suite 1000
Honolulu, Hawaii 96813

Also, while I understand the public comment period with regard to your Environmental Impact Statement Preparation Notice ended 7 August 2001, I would appreciate being provided a copy of that document as well.

Sincerely,
AM Partners, Inc.
Gordon Wood
Gordon Wood

cc: Ralph Portmore, Group 70 International, Inc.
Ardis Shaw-Kim, Department of Planning and Permitting
Office of Environmental Quality Control

REGISTRATION
AUG 23 2001
GROUP 70

October 10, 2001

AM Partners, Inc.
Attn: Gordon Wood
1164 Bishop Street, Suite 1000
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk Project
EIS Preparation Notice

Dear Mr. Wood:

Thank you for your letter of August 22, 2001 to Outrigger Enterprises, Inc. regarding your interest in participating as a consulted party within the scope of the Environmental Impact Statement Notice of Preparation (EISP) for the Outrigger Waikiki Beach Walk project, as well as the Draft Environmental Impact Statement (DEIS).

We will forward to you a copy of the EISP for your review. Additionally, we will send you a copy of the DEIS upon its completion. We appreciate your participation in the environmental review process.

Sincerely,
Christine Ruotola
Christine Ruotola, AICP
Associate



KYOYA
Company Ltd.
KOKUSAI KORYO GROUP

yo's properties relative to the current situation and as well as with the new redevelopment. Please note:

- a. The roadway from Lewers to the Sheraton Waikiki Hotel and the roadway from Kalakaua (across from Royal Hawaiian Avenue) to the Sheraton Waikiki are Kyo-ya easements.
- b. The roadway next to the Sheraton Waikiki loading dock between Kalia Road and Helumoa Street is Kyo-ya's private property.
- c. To improve traffic flow, Kyo-ya in concert with Bishop Estate at considerable expense, widened Lewers Street from Kalakaua to the Kyo-ya easement.
- d. The Sheraton Parking Garage services approximately 40,000+ cars per month. There are two entry/exitway to the Garage.
 - 1) The primary entry/exitway is located on our easement off Lewers Street and is serviced by two routes. One, via Kalakaua Avenue to Lewers, to our easement and then to the Garage with exiting generally from the Garage to Lewers with an option to go to Kalia Road or to Ala Wai Boulevard. The other is from Royal Hawaiian or Kalakaua Avenues to our easement then to the Garage with exiting generally the reverse route to Kalakaua.
 - 2) The second entry/exitway is set up for controlled usage and is located on Helumoa Road. The entry route is usually via Kalakaua to Beachwalk to Helumoa or from Kalakaua to Lewers to Helumoa to the Garage. The exit route is from Helumoa to Lewers to Kalia.
- e. There is great trepidation with the increasing public use of the private Sheraton Waikiki Hotel loading dock road between Kalia and Helumoa Roads as this adds to the loading and maintenance vehicular congestion and thus, safety concerns. It is our opinion that the closure of Lewers would only exacerbate this problem.

Because of the foregoing, we respectfully ask that Kyo-ya Company, Ltd. and Starwood Hotels be included in any vehicular traffic studies and plans for the "final" Project plan as well as the traffic mitigation plan during the "construction phase".

We also respectfully request a comprehensive study be made on the impact the Project may have on the Sheraton Waikiki water, gas, electrical, telephone, sewer and drainage lines as any disruption of these services will incur dire consequences to our operation. It is presumed that air quality and noise issues will be stringently controlled.

August 1, 2001

Department of Planning and Permitting
650 S. King Street, 7th Floor
Honolulu, Hawaii 98613
Attn: Ardis Shaw-Kim

Subject: Waikiki Beach Walk
Environmental Impact Statement Notice of Preparation

Dear Ms. Shaw-Kim:

This is in response to the June 22, 2001 letter from Ms. Christine Ruotola, Senior Planner, Group 70 International, Inc., subject as above, regarding Outrigger Enterprises, Inc.'s proposal to redevelop their Lewers/Saratoga area properties.

To begin with, we would like to thank you, Outrigger Enterprises, Inc. and Group 70 International, Inc. for the opportunity to comment. Please be advised that the commentary below encompass the views of Kyo-ya Company, Ltd. and Starwood Hotels and Resorts Hawaii, the operator of Kyo-ya's hotels.

We applaud the progressive endeavor being engaged by the Outrigger as their Project will positively upgrade and enhance the ambiance and aesthetics of Waikiki and the destination as a product. We do, however, have grave concerns on the issue of traffic as presented in the Project. Particularly, the suggestion to close any roadway, even temporarily. To this end, we strongly urge a Certified Traffic Planner be commissioned to complete a comprehensive traffic study.

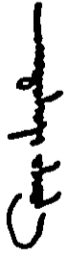
The challenge we, in Waikiki, face is that our existing roadways are not adequately servicing the evolution of the increasing and implausible array/sizes of busses, trolleys, trucks, stretch limousines, etc. This is not to say that this vehicular composition is detrimental for them, regrettably, are the consequence of the changing and competitive market demands. Until a solution is found, the dilemma becomes how best to accommodate this evolution. It is our opinion that street closures will only fuel this quandary.

It may be appropriate to convey some insight of the present state of affairs as relates to this discussion. For reference, we have included two attachments to show Kyo-

SHERATON WAUKO HOTEL, Second Floor
255 Kalakaua Avenue, Honolulu, Hawaii 96815
Phone: (808) 931-8000 • Fax: (808) 933-0892

Thanking you again for the opportunity to comment.

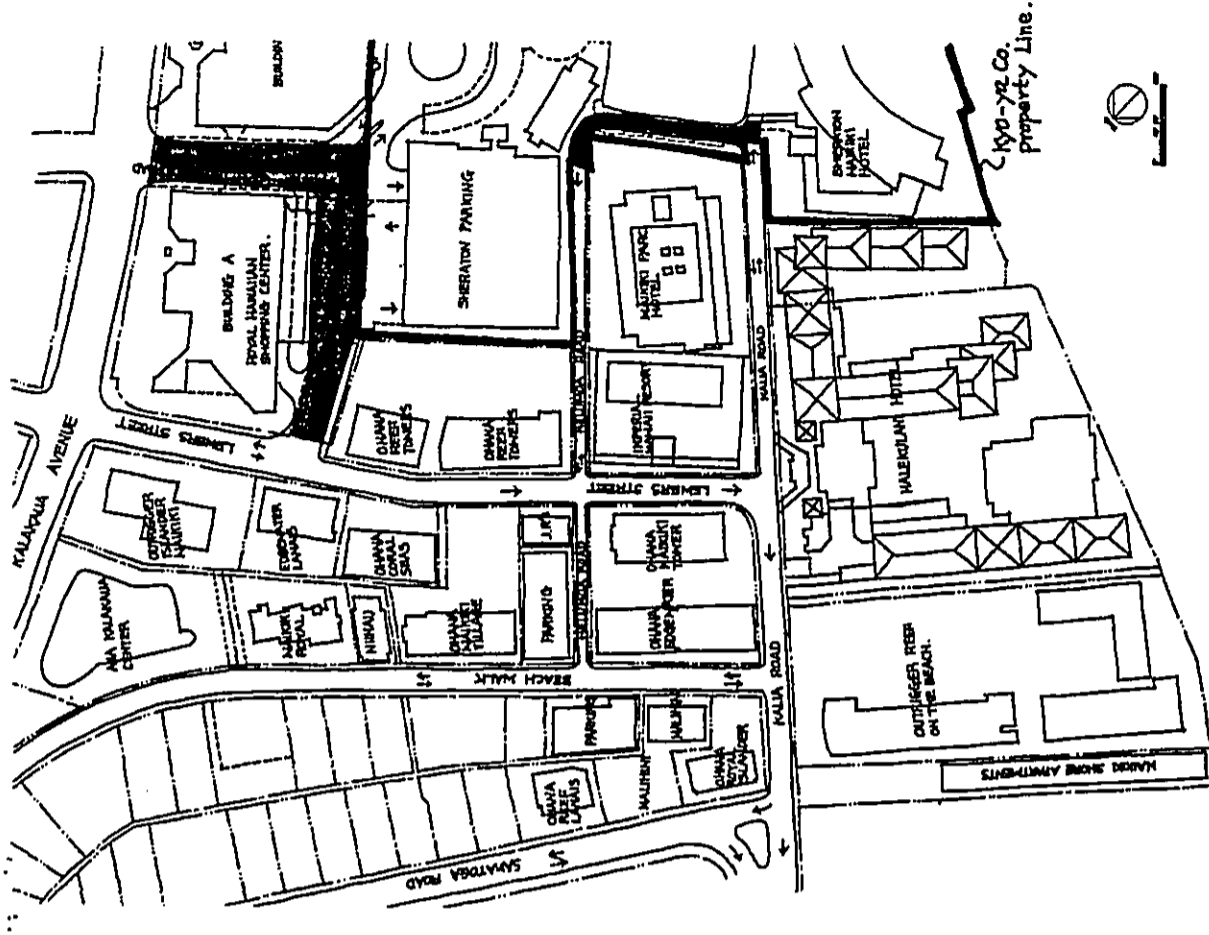
Yours sincerely,


George Hayakawa
Director of Administration
Kyo-ya Company, Ltd.

2 Attachments - as stated

cc: Messrs: Melvin Kaneshige, Outrigger Enterprises, Inc.
Eric Masutomi, Outrigger Enterprises, Inc.
Stanley Takahashi, Kyo-ya Company, Ltd.
Keith Vieira, Starwood Hotels & Resorts
William Hurley, Sheraton Waikiki/Royal Hawaiian Hotels
Ernest Nishizaki, Starwood Hotels & Resorts

Group 70 International, Inc.
925 Beliel Street, 5th Floor
Honolulu, HI 96813-4307
Attn: Christine Ruotola



0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100



October 10, 2001

Mr. George Hayakawa, Director of Administration
Kyo-ya Company, Ltd.
Sheraton Waikiki Hotel, 2nd Floor
2255 Kalakaua Avenue
Honolulu, HI 96815

Subject: Outrigger Waikiki Beach Walk project
EIS Preparation Notice

Dear Mr. Hayakawa:

Thank you for your letter of August 1, 2001 to the Department of Planning and Permitting regarding your detailed review of the Environmental Impact Statement Notice of Preparation (EISP) for the Outrigger Waikiki Beach Walk project.

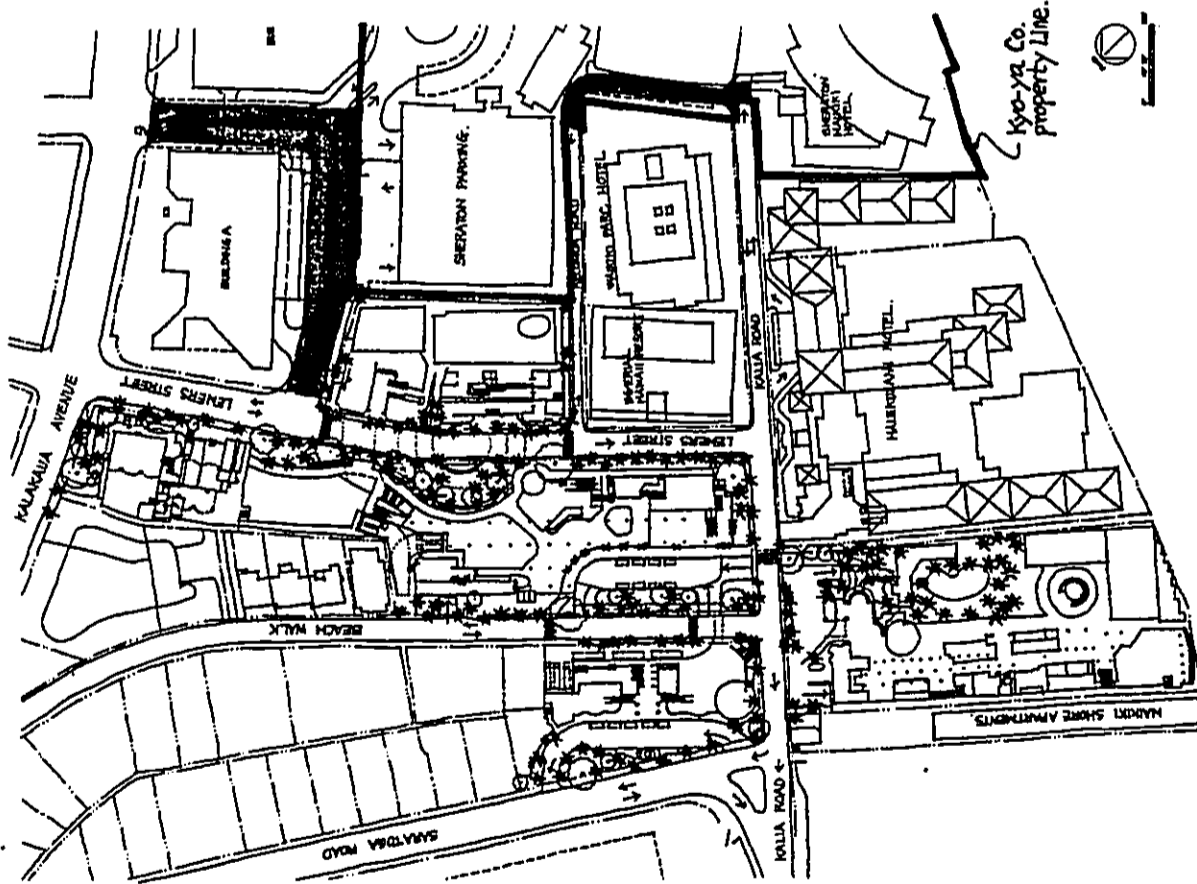
The proposed action detailed in the DEIS will assume that Lewers Street remains open. The closure of Lewers Street is not being pursued at this time. It may be pursued if and when Outrigger Enterprises, Inc., neighboring landowners, and the City and County of Honolulu agree that it would be a desirable action.

The Draft Environmental Impact Statement (DEIS) will include a Traffic Impact Analysis Report (TIAR) to assess the appropriate measures to mitigate project traffic impacts and consider all viable options. The DEIS will also discuss appropriate mitigative measures that address the short-term and long-term impacts the project may have upon air and noise quality. Additionally, the DEIS will consider the overall cumulative impacts upon power consumption and utility use for the project site and the neighboring area.

Your comments and this response letter will be included in the DEIS. We will forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,

Christine Ruotola
Christine Ruotola, AICP
Associate



Waikiki Beach Walk (Proposed) Attachment #2

CHRISTEN MITCHELL

P.O. Box 15032, Honolulu, HI 96830 • (808) 783-8457 • cmitche117@hotmail.com

August 7, 2001

Eric Masutomi
Outrigger Enterprises, Inc.
2375 Kuhio Avenue
Honolulu, HI 96815

RE: Outrigger Enterprises Waikiki Beach Walk EIS Preparation Notice.

Thank you for the opportunity to comment on this proposed project in Waikiki. My comments focus on the impact on energy use. How will the proposed development incorporate the Guidelines for Sustainable Building Design adopted by the Environmental Council? Will the proposed development take advantage of emerging technologies, such as photovoltaics or fuel cells, to meet a portion or all of its power needs? Because this development is replacing older hotels, it provides a rare opportunity to incorporate state of the art energy efficiency programs and on-site generation into the design of the project, reducing overall energy use and future energy costs. I look forward to reviewing the Environmental Impact Statement.

Sincerely,

Christen Mitchell

cc: Ralph Portmore, Group 70 International
Ardis Shaw-Kim, City and County of Honolulu Department of Planning & Permitting
Genevieve Salmonson, Office of Environmental Quality Control

AUG 10 2001

GROUP 70

October 10, 2001

Ms. Christen Mitchell
P.O. Box 15032
Honolulu, HI 96830

Subject: Outrigger Waikiki Beach Walk Project
EIS Preparation Notice

Dear Ms. Mitchell:

Thank you for your letter of August 7, 2001 to Outrigger Enterprises, Inc. regarding your review of the Environmental Impact Statement Notice of Preparation (EISP) for the Outrigger Waikiki Beach Walk project.

The Draft Environmental Impact Statement (DEIS) will include a section that addresses the potential energy consumption impacts of the proposed project. Appropriate mitigative measures with viable energy saving alternatives and options will be reviewed and discussed in the DEIS.

Your comments and this response letter will be included in the DEIS. We will also forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,

Christine Ruotola, AICP
Associate

FARAS OZA
Arch. D. A. A.
IRMA GUYLDS, AA
SANDY SEMAN, AA, AID
MONTY NICK, AA
BOB HIGGINS, AA, CS
JAMES WATSON, AA
LARRY PORTMORE, ACP
SUSAN HENNING, AA
LOUIS MARI, AA
GEORGE ASH, ACP
PAUL CHERRY, AA
ARCH. INC. CO., AA, CCI
PHILIP COOK
S. FLORENCE
JERRY C. HUI, AA
BOB A. HONG, AA, CS
JAMES H. JON, AA
CHUCK Y. KANEKO, AA
DANIEL HARRIS
PAUL B. KAPLAN
MARK HANSEN
LEONARD LEE
ARTHUR H. JACOBSON, ACP
CHRISTINE M. RUOTOLA, ACP
NORMAN J. SCOTT
SCOTT HIGGINS
SARAH CHENG BARNETT, AA

Group 70 International, Inc. • Architecture • Planning • Interior Design • Building Diagnostics • Asset Management • Environmental Services
925 Berna Street, 5th Floor • Honolulu, Hawaii 96813 • Phone: (808) 523-5466 • Fax: (808) 523-5874 • www.g70.com • info@g70.com

08/30/01 15:04 FAX 808 9216655

OUTRIGGER ENTER

0001

08-04-01


Outrigger Enterprises, Inc
2375 Kubito Avenue
Honolulu, Hawaii 96815
Eric Matsumori

Dear Eric,

Please send me any documentation on the proposed Waikiki Beach Project and add my name to the list as a consulting party.

My concerns have to do with increased noise impacts due to additional traffic and possible other social-economic issues.

Sincerely,


Richard F. Stephenson

1777 Ala Moana Blvd #739
Honolulu, HI 96815



FARAS OPA
AND ASSOCIATES
1777 Ala Moana Blvd
Honolulu, HI 96815
Phone: (808) 593-5866
Fax: (808) 593-5874
www.outrigger.com

George I. Aze, ACP
Paul D. Chavira, AIA
Michael Lee, AIA, AIA, CMAA
Paul J. Curran
Suzanne M. Hahn
James C. Hill, AIA
Roy A. Kowalski, AIA, CMAA
Susan M. Lee, AIA
Cynthia Y. Leung, AIA
Dennis M. Martin
Lisa B. McGuire
Mike E. McNeill
Kerrin A. Nunn
Kathleen O'Connell, ACP
Christine B. Ruotola, AIA, AIA
Hanna J. Scott
Scott S. Sorenson
Susan S. Sorenson, AIA

October 10, 2001

Mr. Richard F. Stephenson
1777 Ala Moana Boulevard, # 739
Honolulu, HI 96815

Subject: Outrigger Waikiki Beach Walk Project
EIS Preparation Notice

Dear Mr. Stephenson:

Thank you for your faxed letter of August 4, 2001 to Outrigger Enterprises, Inc regarding your review of the Environmental Impact Statement Notice of Preparation (EISP/N) for the Outrigger Waikiki Beach Walk project.

The Draft Environmental Impact Statement (DEIS) will include a section that addresses potential impacts from noise and traffic, as well as discuss the possible socio-economic issues affiliated with the project.

Your comments and this response letter will be included in the DEIS. We will also forward to you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,


Christine Ruotola, AICP
Associate

Postnet Fax No	7671	Date	8/30/01	Page	1
To	Christine	From	Eric	for Eric	
Doc. No.		Ch.			
Phone #		Phone #			
Fax #	923-5874	Fax #			



Peter S. Oehl
 Art D. A.A. AEP
 Norman G. Wong A.A.
 Steve B. Sumner A.A. AAO
 Heidi B. Hall A.A.
 Roy H. Hahn A.A. CS
 Lynell I. Harwood A.A.
 Lisa E. Rose A.A. AEP
 Stephen H. Mann A.A.
 Ursula M. Hill A.A.
 George I. Aiki AEP
 Paul J. Choney A.A.
 Wendy Lee Cook A.A. CD
 Phil T. Eccles
 Susan Heintz
 Jeremy C. Hill A.A.
 By A. Hume A.A. CS
 Stuart M. Row A.A.
 Charles J. Kuchta A.A.
 Dennis J. Kuzma
 Kurt B. McKee
 Eric L. Nishimoto
 Kathryn A. Hahn
 Arthur H. Oertgen AEP
 Christine M. Ruckel AAO
 Norma J. Scott
 Scott Tappan
 Susan Cheng Williams A.A.

RECEIVED
 SEP 24 2001
 GROUP 70

Sumire Shoji Yugen Gaisha
 dba Hale Pua Nui Hotel
 228 Beachwalk Ave.
 Honolulu, Hawaii 96815
 Attn: Sylvia Au

September 18, 2001

Department of Planning and Permitting
 650 S. King St, 7th Floor
 Honolulu, Hawaii 96813
 Attn: Ardis Shaw-Kim

Subject: Waikiki Beach Walk
 Environmental Impact Statement Notice of Preparation

Dear Department of Planning and Permitting/Group 70 International:

First I would like to apologize for the tardy nature of this letter and hope it is not too late to submit comments regarding the Waikiki Beach Walk - Environmental Impact Statement Notice of Preparation. The owner of Hale Pua Nui Hotel is Sumire Shoji Yugen Gaisha, a Japan based corporation headed by Mr. Masakazu Shibaoka. He is against the redevelopment of the Waikiki Beach Walk for various reasons pertaining to the guests, property, and livelihood of the hotel. They are as follows:

1. The dust and noise from the construction site and the construction traffic would pose an annoyance and possible health risk to the guests and workers of the hotel.
2. Additionally, the dust would affect the physical property of the hotel.
3. The trembling from the construction site, due to the large machinery, would create an unpleasant environment for the guests of the hotel.
4. The safety of the traffic on the beach walk would come into question during the construction period and thus compromising the well being of our guests.
5. The closing of the beach walk will create an inconvenience for the customers of the hotel and therefore obstruct the business of the hotel.

Considering any of the above, any guest can demand full cancellation and refund, thus creating an immediate financial hardship to the hotel. Additionally regarding the above reasons, the employees of Hale Pua Nui may be reluctant to remain as workers for the hotel.

Please let us know your solutions to these problems.
 Thank you for your time.

Sincerely,

Sylvia Au
 Representative for Masakazu Shibaoka

cc: Group 70 International, Inc.
 925 Bethel Street, 5th Floor
 Honolulu, HI 96813-4307
 Attn: Christine Ruotola

October 10, 2001

Sumire Shoji Yugen Gaisha
 dba Hale Pua Nui Hotel
 228 Beachwalk Ave.
 Honolulu, HI 96815
 Attn: Ms. Sylvia Au

Subject: Outrigger Waikiki Beach Walk Project
 EIS Preparation Notice

Dear Ms Au:

Thank you for your letter of September 18, 2001 to the Department of Planning and Permitting regarding your interest and review of the Environmental Impact Statement Notice of Preparation (EISPN) for the Outrigger Waikiki Beach Walk project. We acknowledge and recognize that the construction phase of the project will generate short-term inconveniences to nearby property owners, including your hotel establishment.

The Draft Environmental Impact Statement (DEIS) will include a noise and air quality studies to assess the potential short and long-term effects of these environmental concerns and identify mitigative measures. The DEIS will also include a Traffic Impact Analysis Report (TIAR) that will assess the appropriate measures to mitigate short-term traffic impacts associated with temporary road diversions and detours, including the implementation of safety recommendations for both vehicle and pedestrian users within and nearby the project vicinity. The TIAR will also assess potential long-term impacts upon traffic circulation in the nearby vicinity.

The DEIS will evaluate the project's potential short and long-term social and economic impacts and benefits. Additionally, the study will evaluate the project's direct and indirect economic-generating potential within the immediate area and potential effects on the economic sustainability of Waikiki in general.

Your comments and this response letter will be included in the DEIS. We will forward you a copy of the Draft EIS for your review upon its completion. We appreciate your participation in the environmental review process.

Sincerely,

Christine Ruotola, AICP
 Associate

Waikīkī Beach Walk

Draft EIS
Comment and Response Letters



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96858-5440

REPLY TO
ATTENTION OF

November 14, 2001

Civil Works Technical Branch

Ms. Christine Ruotola
Group 70 International, Inc.
925 Bethel Street, 5th Floor
Honolulu, Hawaii 96813

Dear Ms. Ruotola:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement for the Waikiki Beach Walk Project, Waikiki, Oahu. We do not have any additional comments to offer beyond those previously provided in our letter dated August 6, 2001.

Should you require additional information, please contact Ms. Jessie Dobinich of my staff at (808) 438-8876. A copy of this letter has also been furnished to Ms. Ardis Shaw-Kim of the City and County of Honolulu, Department of Planning and Permitting.

Sincerely,

James Pennaz
James Pennaz, P.E.
Chief, Civil Works
Technical Branch



GROUP 70
INTERNATIONAL, INC.

FRANCES OOK
Arch. D., AA, ACP
Norman OY Hong, AA
Sheryl B. Sanner, AA, ASD
Helen Hui, AA
Roy H. Hui, AA, CE
JAMES I. NAIMMO, AA
BRIAN E. PORTER, ACP
Stephen H. Yuen, AA
Linda C. Hui, AA
George I. Aziz, ACP
Ralph O'Quinn, AA
Wendy Lee Cook, AA, CEI
FRANK T. GILSON
Eubank Hui
JERRY C. HUI, AA
Roy A. Hui, AA, CE
Sue H. Kim, AA
Charles Y. Kestner, AA
Dawn H. Kestner
Frank B. McCue
PAUL E. NAIMMO
Kathryn A. Naim
JERRY H. O'QUINN, ACP
CHRISTINE M. RUOTOLA, ACP
Norman J. Scott
Scott Ingerson
Sharon Ong Williams, AA

January 18, 2002

Mr. James Pennaz, P.E., Chief, Civil Works
Technical Branch
Department of The Army
U.S. Army Engineer District Honolulu
Ft. Shafter, Hawaii 96858-5440

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Pennaz:

Thank you for your letter of November 14, 2001 regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. We acknowledge your statement that you do not have any additional comments to offer at this time regarding the project beyond those previously provided in your August 6, 2001 letter.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola
Christine Ruotola, AICP
Associate



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
PO BOX 111, HONOLULU, HAWAII 96810
NOV 14 2001

WALTER A. DENNER
COMPTROLLER
MARY ALICE EVANS
DEPUTY COMPTROLLER

LETTER NO. (P)1706.1



- Franco S. Oda, AICP
- Norman GY. Hong, AIA
- Sheryl B. Scamery, AIA, AIAU
- Heath Nick, AIA
- Ray H. Wong, AIA, CS
- James I. Hernandez, AIA
- Robert E. Rosemore, ACP
- Stephen H. Yuen, AIA
- David C. King, AIA
- George I. Aoki, ACP
- Paul J. Osborne, AIA
- Wendy Lee Cook, AIA, CFI
- Philip T. Cuccia
- Suebin Nam
- Stacy C. Hill, AIA
- Ray A. Young, AIA, CS
- Stuart M. Zink, AIA
- Charles Y. Karpovich, AIA
- Devin H. Karpovich
- Frank B. McGee
- Mark E. Nakamoto
- Kenneth A. Nam
- Jeffrey H. Oberster, ACP
- Christine M. Rucinski, ACP
- Norman J. Scott
- Scott Simpson
- Sharon Oving Watson, AIA

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: Waikiki Beach Walk
Draft Environmental Impact Statement (EIS)

Thank you for the opportunity to review the Waikiki Beach Walk Draft EIS for the subject project.

This project does not impact any of the Department of Accounting and General Services projects or existing facilities, therefore, we have no comments to offer.

Should you have any questions, please have your staff call Mr. Allen Yamanoha of the Planning Branch at 586-0488.

Sincerely,

John Otsuka
GORDON MATSUOKA
Public Works Administrator

AY:mo

January 18, 2002

Mr. Gordon Matsuoka, Public Works Administrator
State of Hawaii
Department of Accounting and General Services
P.O. Box 119
Honolulu, HI 96810

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Matsuoka:

Thank you for your letter of November 14, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. We acknowledge your statement that you do not have any comment to offer at this time regarding the proposed project.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola
Christine Ruotola, AICP
Associate

Group 70 International, Inc. • Architecture • Planning • Interior Design • Building Diagnostics • Assets Management • Environmental Services
925 Bishop Street, 5th Floor • Honolulu, Hawaii 96813-4307 • Ph: (808) 593-5866 • Fax: (808) 593-5874 • www.group70.com • mail@group70.com

15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

MERIAM J. CAVIARO
Governor
SUE I. MAYA
Director
SHARON S. MAUMALU
Deputy Director
DAVID W. BLANE
Director, Office of Planning

Energy, Resources & Technology Division
235 South Beretania Street, Leeward & Kaimuki Branches
Mailing Address: P.O. Box 2359, Honolulu, HI 96804-2359
Web site: www.hawaii.gov/oeqdc

Telephone: (808) 587-3807
FAX: (808) 587-3820

November 21, 2001

City & County of Honolulu
Department of Planning and Permitting
650 S. King Street, 7th Floor
Honolulu, Hawaii 96813
Attn: Ms. Ardis Shaw-Kim

Subject: Waikiki Beach Walk—Draft Environmental Impact Statement (DEIS)
Tax Map Key: 2-6-002: 015, 016
2-6-003: 001, 002, 003, 004, 006, 007, 008, 009, 010,
011, 012, 021, 032, 034, 035, 039, 052,
056 (por.), 057
2-6-004: 010

Thank you for the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) for the redevelopment of Outrigger Enterprises, Inc.'s properties in the Leewards/Saraloga area of Waikiki. We have no additional comments to our letter of August 10, 2001. Thank you for the opportunity to comment on this important project.

Sincerely,

Maurice H. Kaya
Energy, Resources, and Technology
Program Administrator

c: OEQC
Group 70 International



January 18, 2002

Mr. Maurice H. Kaya
State of Hawaii
Department of Business, Economic Development & Tourism
Energy, Resources & Technology Division
P.O. Box 2359
Honolulu, HI 96804-2359

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Kaya:

Thank you for your letter of November 21, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. We acknowledge your statement that you do not have any additional comment to offer at this time regarding the project beyond those presented in your October 10, 2001 letter.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola, AICP
Associate

EDWARD T. TEIXEIRA
VICE DIRECTOR OF CIVIL DEFENSE



STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495



PHONE (808) 733-4300
FAX (808) 733-4287

RECEIVED
DEC 13 2001

Ms. Ardis Shaw-Kim
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

January 18, 2002

Mr. Edward T. Teixeira, Vice Director of Civil Defense
State of Hawaii
Department of Defense
Office of the Director of Civil Defense
3949 Diamond Head Road
Honolulu, HI 96816-4495

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Teixeira:

Thank you for your letter of December 12, 2001 to the City and County Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project.

The installation of the EAS receiver will be integrated into the detailed design phase of the project as part of Outrigger's overall commitment to providing all measures that will enhance the quality of public safety within and near the project area.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola

Christine Ruotola, AICP
Associate

Draft Environmental Impact Statement (EIS)
for Waikiki Beach Walk, Honolulu, Hawaii

We appreciate the opportunity to review and comment on the subject proposal.

Recommend that the developer 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
EDWARD T. TEIXEIRA
Vice Director of Civil Defense

c: Oahu Civil Defense Agency (OCDA)
Environmental Section, Department of Defense (DOD)

✓ Group 70 International
925 Bethel Street, 5th Floor
Honolulu, Hawaii 96813-4307
Attention: Ms. Christine Ruotola, AICP



GROUP 70
INTERNATIONAL, INC.

- FRANK S. OSAI, AIA, ACP
- ANDREW D. JAMES, AIA, ACP
- NORMAN G. Y. HONG, AIA
- STEPHEN B. SAMPSON, AIA, ASD
- WESLEY H. MOULDER, AIA
- ROY H. HONG, AIA, CSI
- JAMES I. HENDERSON, AIA
- LEON E. PORTER, ACP
- SABON H. KUI, AIA
- LEON C. HUI, AIA
- GEORGE L. ASH, ACP
- PAUL P. O'CONNOR, AIA
- WESLEY LEE COOK, AIA, CSI
- PHILIP T. GUCCI
- SABON HUI
- KERRY C. HUI, AIA
- ROY A. HONG, AIA, CSI
- SUNYI H. JUNG, AIA
- CHARLES Y. KIMURA, AIA
- DEBRA H. EDWARDS
- FRANK B. HOGUE
- FRANK E. HALLMUND
- KENNETH A. HART
- JEFFREY H. O'CONNOR, ACP
- CHRISTINE M. RUOTOLA, AICP
- NORMAN J. SCOTT
- SCOTT LANGRISH
- SHARON CHUNG WALKER, AIA

REYNOLD J. CAITLING
CHAIRMAN
STATE OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOMELANDS
P.O. BOX 1879
HONOLULU, HAWAII 96805

RAYNARD C. SOON
CHAIRMAN
HAWAIIAN HOMES COMMISSION
JOHN M. M. T. HAWAII
GOVERNOR TO THE CHAIRMAN

01 DEC 5 PM 4 13
CITY & COUNTY OF HONOLULU

November 27, 2001

The Honorable Randall K. Fujiki, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Fujiki:

Subject: Waikiki Beach Walk Draft Environmental Impact
Statement, TMK 2-5-2 to 4 (various parcels), Waikiki,
Oahu, Dated October, 2001

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 Daniel Ornellas of our
Planning Office at 586-3836.

Aloha,

Daniel Ornellas
Raynard C. Soon, Chairman
Hawaiian Homes Commission



Francis S. Ota, AIA, AIA, ACP
Norman G. Y. Hong, AIA
Sheryl B. Seaman, AIA, ASD
Harold H. Hsu, AIA
Roy H. Hsu, AIA, CSI
James I. Hoshino, AIA
Richard E. Rosemeyer, ACP
Stephen H. Tietz, AIA
Linda C. Juhl, AIA
George I. Aizel, ACP
Paul P. O'Connell, AIA
Mary Lee Cook, AIA, CSI
Priscilla T. Gilson
Susan Ham
Jeremy C. Hall, AIA
Roy A. Hodge, AIA, CSI
Suzanne J. Joy, AIA
Christy K. Koo, AIA
Dawn H. Kuroki
Paul B. McCle
K.A. E. Nishimoto
Lauryn A. Nish
Jeffrey D. Owen, ACP
Orlando H. Ruzicka, ACP
Norman J. Scott
Scott Bergeson
Susan Cheng Williams, AIA

January 18, 2002

Mr. Raynard C. Soon, Chairman
Hawaiian Homes Commission
P.O. Box 1879
Honolulu, HI 96805

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Soon:

Thank you for your letter of November 27, 2001 to the City and County of
Honolulu Department of Planning and Permitting regarding your review of the
Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk
project. We acknowledge your statement that you do not have any comment to
offer at this time regarding the project.

Your letter and this response will be included in the Final Environmental Impact
Statement. We will forward your office a copy of the Final EIS upon its
completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola
Christine Ruotola, AICP
Associate

Ms. Christine Ruotola, AICP
December 31, 2001
Page 2

BRUCE S. ANDERSON, PH.D., M.P.H.
DIRECTOR OF HEALTH

IN COPY, PLEASE REFER TO
FILE
01-153/epo



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

December 31, 2001

RODOLPH J. CASTRINO
GOVERNOR OF HAWAII

R E U T I C U
JAN 3 - 2002
GROUP 70

Ms. Christine Ruotola, AICP
Group 70 International, Inc.
925 Bethel Street, 5th Floor
Honolulu, Hawaii 96813-4307

Dear Ms. Ruotola:

Subject: Waikiki Beach Walk Draft Environmental Impact Statement (EIS)
Tax Map Keys: (1) 2-6-2:15, 16; 2-6-3:1-12, 21, 32, 34, 35, 39, 52, 56,
Por. 57; 2-6-4:10

Thank you for the opportunity to review and comment on the subject proposal. The EIS was routed to the various branches of the Environmental Health Administration. We have the following comments:

Clean Air Branch (CAB)

Because of the magnitude of the planned demolition, removal of materials, construction, grading, trenching, excavation and other development activities, there is significant potential for fugitive dust to be generated. Due to the location of the project, the demolition and construction activities would impact neighboring residential areas, businesses, beaches and thoroughfares. It is recommended that a dust control management plan be developed which identifies and addresses activities that have a potential to generate fugitive dust. Implementation of adequate dust control measures during all phases of demolition, construction and activities project is required.

Control of Fugitive Dust

Construction activities must comply with provisions of Hawaii Administrative Rules, Chapter 11-60.1, "Air Pollution Control," Section 11-60.1-33, Fugitive Dust. The contractor should provide adequate measures to control dust from the road areas and during the various phases of construction. These measures include, but are not limited to:

- a. Planning the different phases of construction, focusing on minimizing the amount of dust generating materials and activities, centralizing material transfer points and on-site vehicular traffic routes, and locating potentially dusty equipment in areas of the least impact;
- b. Providing an adequate water source at the site prior to start up of construction activities;
- c. Landscaping and rapid covering of bare areas, including slopes, starting from the initial grading phase;
- d. Controlling of dust from shoulders, project entrances and access roads;
- e. Providing adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities; and
- f. Controlling of dust from debris being hauled away from project site.

Since the EIS indicates that existing buildings in the project area may contain asbestos, the applicant should contact the Asbestos Abatement Office, in the Noise, Radiation and Indoor Air Quality Branch at 586-5800.

If you have any questions regarding fugitive dust rules and recommendations, please contact Ms. Theresa Takiue of the Clean Water Branch at 586-4200.

Office of Solid Waste Management (OSWM)

1. The OSWM recommends the development of a solid waste management plan that encompasses all project phases, from construction to occupation of the project. Examples of the elements to be addressed in such a plan include: the possibility of recycling construction and demolition wastes generated during demolition and construction phases, and the provision of recycling facilities in the design of the project.

The proposed hotel and retail developments represent prime recycling opportunities. The developer should consider providing space in the development for recycling activities. The provision of space for recycling bins for paper, glass, and food/wet waste would help to encourage the recycling of solid waste(s) generated by the building occupants.

2. The developer shall ensure that all solid waste generated during the construction of the project are directed to a permitted solid waste facility.

Ms. Christine Ruotola, AICP
December 31, 2001
Page 3

Please contact the Office of Solid Waste Management at 586-4240 with any questions regarding these comments.

Sincerely,



GARY GILL,
Deputy Director
Environmental Health Administration



Fred S. Oda, AICP
Alicia D. Aki, ACP
Norman GY Hoang, AA
Dorothy B. Sanner, AA, ASO
Heather Noel, AA
Roy H. Hama, AA, CS
Janieli Nephoo, AA
Leah E. Rosemore, ACP
Stephen H. Yee, AA
Linda C. Mak, AA

George I. Aiki, ACP
Paul P. O'Brien, AA
Wendy Lee Cook, AA, CSI
Philo F. Gucci
Saboni Heim
Jeremy C. Hill, AIA
Roy A. Hoang, AA, CS
Sauri M. Joo, AA
Charles Y. Kurokawa, AA
Debra H. Kamaura
Figa B. McCue
Kathy A. Nunn
Jeffrey H. O'Brien, ACP
Christine M. Russell, ACP
Norma J. Scott
Scott Sengston
Sharon Ong Williams, AA

January 18, 2002

Mr. Gary Gill, Deputy Director
Environmental Health Administration
State of Hawaii
Department of Health
P.O. Box 3378
Honolulu, HI 96801

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Gill:

Thank you for your letter of December 31, 2001 regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. We have prepared the following responses to the comments shared by the various branches of your department.

Clean Air Branch

As discussed in Section 5.1.3 of the DEIS, the expected air pollutant emissions generated on-site during the construction-period are due to vehicular movement, grading, concrete and asphalt batch, and general dust-generating construction activities. The proposed Outrigger-provided mitigation measures presented in the DEIS employ adequate dust control measures that consist of, but are not limited to, frequent watering of unpaved roadways and areas of exposed soil; providing an adequate water source at the site prior to start up of construction activity; and using dust fences adjacent to existing neighboring properties.

Control of Fugitive Dust: Construction activity will be in compliance with applicable provisions of the Hawaii Administrative Rules, Chapter 11-60.1. The mitigative measures provided in your comment letter will be considered in the preparation of a dust control management plan during the various phases of construction.

Prior to any demolition, properties that have been identified with asbestos containing building materials will undergo a comprehensive survey to inventory these materials. Outrigger will contact the Asbestos Abatement Office in coordinating the appropriate plan of action for removal and disposal of such materials.

Mr. Gary Gill
January 18, 2002
Page 2

Office of Solid Waste Management

1. Outrigger will prepare a solid waste management plan that will be consistently updated during all phases of construction and operation of the project. As such, the development of a recycling program, which would include provisions for on-site areas designated for the collection and temporary storage of recyclable materials, will be considered during the detailed design phases of the project.
2. Outrigger will direct the appropriate disposal of solid waste generated during the construction of the project to a permitted solid waste facility.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.


Christine Ruotola, AICP
Associate

RECEIVED
DEC 3 2001
GROUP 70



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
601 Kamehameha Building, Room 548
Honolulu, Hawaii 96813

November 19, 2001

Ardis Shaw-Kim
Department of Planning and Permitting
City & County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Ms Shaw-Kim:

SUBJECT: Chapter 6E-42 Historic Preservation Review - Draft Environmental Impact Statement Waikiki Beach Walk
Waikiki, Kona, O'ahu
TMK: 2-6-002:015, 016; 2-6-003:001-004, 006-012, 021,032, 034-035, 052, 056
por.057

LOG NO: 28607
DOC NO: 011E1J15

Thank you for the opportunity to comment on the DEIS for the Waikiki Beach Walk project. Our complete comments provided during the EISPN phase of the project, are included in the 'EISPN Response' section. Section 5.1.2.3 of the DEIS states that an archaeological inventory survey using subsurface testing should be conducted after demolition of the existing structures, and prior to beginning any land alterations. This section also identifies other mitigation tasks that will be undertaken in order to mitigate any adverse effect this project may have on significant historic sites.

We believe that successful implementation of the survey will determine if significant historic sites are present, and then successful execution of any needed mitigation procedures will ensure that this project will acceptably mitigate any "adverse effects" on significant historic sites.

Should you have any questions regarding archaeology, please feel free to call Sara Collins at 692-8026 or Elaine Jourdane at 692-8027.

Aloha,

DON HIBBARD, Administrator
State Historic Preservation Division

E1/jk

c: Christine Ruotola, Group 70 Int'l Inc., 925 Bethel St., 5th Floor, Hon., HI 96813
 Mr. A. Van Horn Diamond, Chair, O'ahu Island Burial Council
 Mr. Kai Markell, Director, Burial Sites Program



- Patrick S. O'Connell, AIA, ACP
- Arch D., AIA, ACP
- Norman G. Wong, AIA
- Shirley B. Serrano, AIA, ACP
- Helen H. Hsu, AIA
- Boyi H. Hsu, AIA, ACP
- James I. Johnson, AIA
- Kath E. Johnson, ACP
- Stephen H. Park, AIA
- Lucas C. Park, AIA
- George I. Lee, ACP
- Felix P. Choy, AIA
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- John H. O'Brien, ACP
- Christy A. Nam, ACP
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January 18, 2002

Mr. Don Hibbard, Administrator
State of Hawaii
Department of Land and Natural Resources
Kakuhiwea Building, Room 555
601 Kamehameha Blvd.
Kapolei, HI 96707

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Hibbard:

Thank you for your letter of November 19, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. Outrigger recognizes the importance of successfully implementing the archaeological inventory survey in order to determine if previously unidentified historic sites are present on-site. We acknowledge that it is only through firm adherence to appropriate mitigative procedures that the project can avoid/minimize potential adverse impacts on these resources.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola, AICP
Associate

BENJAMIN J. CAYetano
GOVERNOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
215 SOUTH BENTLEY STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-1185
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GENEVIEVE SALLMONSON
DIRECTOR

RECEIVED
DEC 10 2001

December 7, 2001

Mr. Eric Masutomi
Quiriger Enterprises, Inc.
2375 Kuhio Avenue
Honolulu, Hawaii 96815

Ms. Ardis Shaw-Kim
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Ms. Christine Ruituola
Group 70 International Inc.
925 Bebel Street, 5th Floor
Honolulu, Hawaii 96813-4307

Dear Mr. Masutomi and Mesdames Shaw-Kim and Ruituola:

The Office of Environmental Quality Control has reviewed the draft environmental impact statement for the Waikiki Beach Walk Project and offers the following comments for your consideration and response.

1. **CUMULATIVE IMPACTS ANALYSIS:** Please elaborate on the cumulative environmental impacts of the natural and human environment on the project, as well as the cumulative environmental impacts of the proposed action on other related projects in the region (such as the Kamoku-Pukele 138 kv line, and the Waikikian Development Plan).
2. **GUIDELINES FOR SUSTAINABLE BUILDING DESIGN (HAWAII):** Please consider implementing some of the techniques discussed in the enclosed guidelines for sustainable building design.
3. **USE OF RECYCLED GLASS IN CONSTRUCTION PROJECTS:** To promote the use of recycled materials in-state, we recommend use of materials with minimum recycled glass content.
4. **USE OF NATIVE PLANTS IN LANDSCAPING:** To promote a "Hawaiian sense of place" we recommend that the project make use of native plants in landscaping and include appropriate signage and information on these plants for the edification of visitors and guests.
5. **VISUAL IMPACTS OF PEDESTRIAN BRIDGES:** Please include a visual impacts analysis of the pedestrian bridges at Beach Walk and Kalua Roads.
6. **PARKING:** Please discuss any arrangements or agreements with the U.S. Government as to the possible use of Fort DeRussy to alleviate parking congestion.

Thank you for the opportunity to comment. If there are any questions, please call Leslie Segundo at (808) 586-1185. Sincerely,

Genevieve Sallmonson
GENEVIEVE SALLMONSON
Director

Guidelines for Sustainable Building Design in Hawaii

A planner's checklist

(Adopted by the Environmental Council on October 13, 1999)

Introduction

Hawaii law calls for efforts to conserve natural resources, promote efficient use of water and energy and encourage recycling of waste products. Planning a project from the very beginning to include sustainable design concepts can be a critical step toward meeting these goals.

The purpose of the state's environmental review law (HRS Ch. 343) is to encourage a full, accurate and complete analysis of proposed actions, promote public participation and support enlightened decision making by public officials. The Office of Environmental Quality Control offers the following guidelines for preparers of environmental reviews under the authority of HRS 343 to assist agencies and applicants in meeting these goals.

These guidelines do not constitute rules or law. They have been refined by staff and peer review to provide a checklist of items that will help the design team create projects that will have a minimal impact on Hawaii's environment and make wise use of our natural resources. In a word, projects that are *sustainable*.

A sustainable building is built to minimize energy use, expense, waste, and impact on the environment. It seeks to improve the region's sustainability by meeting the needs of Hawaii's residents and visitors today without compromising the needs of future generations. Compared to conventional projects, a resource-efficient building project will:

- I. Use less energy for operation and maintenance
- II. Contain less embodied energy (e.g. locally produced building products often contain less embodied energy than imported products because they require less energy-consuming transportation.)
- III. Protect the environment by preserving/conserving water and other natural resources and by minimizing impact on the site and ecosystems
- IV. Minimize health risks to those who construct, maintain, and occupy the building
- V. Minimize construction waste
- VI. Recycle and reuse generated construction wastes

- VII. Use resource-efficient building materials (e.g. materials with recycled content and low embodied energy, and materials that are recyclable, renewable, environmentally benign, non-toxic, low VOC (Volatile Organic Compound) emitting, durable, and that give high life cycle value for the cost.)
- VIII. Provide the highest quality product practical at competitive (affordable) first and life cycle costs.

In order to avoid excessive overlapping of items, the checklist is designed to be read in totality, not just as individual sections. This checklist tries to address a range of project types, large scale as well as small scale. Please use items that are appropriate to the type and scale of the project.

Although this list will help promote careful and sensitive planning, mere compliance with this checklist does not confirm sustainability. Compliance with and knowledge of current building codes by users of this checklist is also required.

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I. Pre Design

1. Hold programming team meeting with client representative, Project Manager, planning consultant, architectural consultant, civil engineer, mechanical, electrical, plumbing (MEP) engineer, structural engineer, landscape architect, interior designer, sustainability consultant and other consultants as required by the project. Identify project and sustainability goals. Client representatives and consultants need to work together to ensure that project and environmental goals are met.
2. Develop sustainable guideline goals to insert into outline specifications as part of the Schematic Design documents. Select goals from the following sections that are appropriate for the project.
3. Use Cost-Benefit Method for economic analysis of the sustainability measures chosen. (Cost-Benefit Method is a method of evaluating project choices and investments by comparing the present and life cycle value of expected benefits to the present and life cycle value of expected costs.)
4. Include "Commissioning" in the project budget and schedule. (Building "Commissioning" is the process of ensuring that systems are designed, installed, functionally tested, and capable of being operated and maintained in accordance with specifications that meet the owner's needs, and recognize the owner's financial and operational capacity. It improves the performance of the building systems, resulting in energy efficiency and conservation, improved air quality and lower operation costs. Refer to Section IX.)

II. Site Selection & Site Design

- A. Site Selection
 1. Analyze and assess site characteristics such as vegetation, topography, geology, climate, natural access, solar orientation patterns, water and drainage, and existing utility and transportation infrastructure to determine the appropriate use of the site.
 2. Whenever possible, select a site in a neighborhood where the project can have a positive social, economic and/or environmental impact.
 3. Select a site with short connections to existing municipal infrastructure (sewer lines, water, waste water treatment plant, roads, gas, electricity, telephone, data communication lines and services). Select a site close to mass transportation, bicycle routes and pedestrian access.
- B. Site Preparation and Design
 1. Prepare a thorough existing conditions topographic site plan depicting topography, natural and built features, vegetation, location of site utilities and include solar information,

7. Provide an Integrated Pest Management approach. The use of products such as Termi-mesh, Basaltic Termite Barrier and the Scriticon "bait" system can provide long term protection from termite damage and reduce environmental pollution.
8. Design a building that is energy efficient and resource efficient. (See Sections IV, V, VII.) Determine building operation by-products such as heat gain and build up, waste/gray-water and energy consumption, and plan to minimize them or find alternate uses for them.
9. For natural cooling, use
 - a. Reflective or light colored roofing, radiant barrier and/or insulation, roof vents
 - b. Light colored paving (concrete) and building surfaces
 - c. Tree Planting to shade buildings and paved areas
 - d. Building orientation and design that captures trade winds and/or provides for convective cooling of interior spaces when there is no wind.

IV. Energy Use

1. Obtain a copy of the State of Hawaii Model Energy Code (available through the Hawaii State Energy Division, at Tel. 587-3811). Exceed its requirements. (Contact local utility companies for information on tax credits and utility-sponsored programs offering rebates and incentives to businesses for installing qualifying energy efficient technologies.)
2. Use site sensitive orientation to :
 - a. Minimize cooling loads through site shading and carefully planned east-west orientation.
 - b. Incorporate natural ventilation by channeling trade winds.
 - c. Maximize daylighting.
3. Design south, east and west shading devices to minimize solar heat gain.
4. Use spectrally selective tints or spectrally selective low-e glazing with a Solar Heat Gain Coefficient (SHGC) of 0.4 or less.
5. Minimize effects of thermal bridging in walls, roofs and window systems.
6. Maximize efficiencies for lighting, Heating, Ventilation, Air Conditioning (HVAC) systems and other equipment. Use insulation and/or radiant barriers, natural ventilation, ceiling fans and shading to avoid the use of air conditioning whenever appropriate.
7. Eliminate hot water in restrooms when possible.
8. Provide tenant sub-metering to encourage utility use accountability.
9. Use renewable energy. Use solar water heaters and consider the use of photovoltaics and Building Integrated Photovoltaics (BIPV).
10. Use available energy resources such as waste heat recovery, when feasible.

rainfall data and direction of prevailing winds. Preserve existing resources and natural features to enhance the design and add aesthetic, economic and practical value. Design to minimize the environmental impact of the development on vegetation and topography.

2. Site building(s) to take advantage of natural features and maximize their beneficial effects. Provide for solar access, daylighting and natural cooling. Design ways to integrate the building(s) with the site that maximizes and preserves positive site characteristics, enhances human comfort, safety and health, and achieves operational efficiencies.
3. Locate building(s) to encourage bicycle and pedestrian access and pedestrian oriented uses. Provide bicycle and pedestrian paths, bicycle racks, etc. Racks should be visible and accessible to promote and encourage bicycle commuting.
4. Retain existing topsoil and maintain soil health by clearing only the areas reserved for the construction of streets, driveways, parking areas, and building foundations. Replant exposed soil areas as soon as possible. Reuse excavated soils for fill and cut vegetation for mulch.
5. Grade slopes to a ratio of less than 2 : 1 (run to rise). Balance cut and fill to eliminate hauling. Check grading frequently to prevent accidental over excavation.
6. Minimize the disruption of site drainage patterns. Provide erosion and dust controls, positive site drainage, and siltation basins as required to protect the site during and after construction, especially, in the event of a major storm.
7. Minimize the area required for the building footprint. Consolidate utility and infrastructure in common corridors to minimize site degradation, and cost, improve efficiency, and reduce impermeable surfaces.
8. For termite protection, use non toxic alternatives to pesticides and herbicides, such as Borate treated lumber, Basaltic Termite Barrier, stainless steel termite barrier mesh, and termite resistant materials.

III. Building Design

1. Consider adaptive re-use of existing structures instead of demolishing and/or constructing a new building. Consult the State Historic Preservation Officer for possible existing historic sites that may meet the project needs.
2. Plan for high flexibility while designing building shell and interior spaces to accommodate changing needs of the occupants, and thereby extend the life span of the building.
3. Design for re-use and/or disassembly. (For recyclable and reusable building products, see Section VII.)
4. Design space for recycling and waste diversion opportunities during occupancy.
5. Provide facilities for bicycle and pedestrian commuters (showers, lockers, bike racks, etc.) in commercial areas and other suitable locations.
6. Plan for a comfortable and healthy work environment. Include inviting outdoor spaces, wherever possible. (Refer to Section VIII.)

A. Lighting

1. Design for at least 15% lower interior lighting power allowance than the Energy Code.
2. Select lamps and ballasts with the highest efficiency, compatible with the desired level of illumination and color rendering specifications. Examples that combine improved color rendering with efficient energy use include compact fluorescent and T8 fluorescents that use tri-phosphor gases.
3. Select lighting fixtures which maximize system efficacy and which have heat removal capabilities
4. Reduce light absorption on surfaces by selecting colors and finishes that provide high reflectance values without glare.
5. Use task lighting with low ambient light levels.
6. Maximize daylighting through the use of vertical fenestration, light shelves, skylights, clerestories, building form and orientation as well as through translucent or transparent interior partitions. Coordinate daylighting with electrical lighting for maximum electrical efficiency.
7. Incorporate daylighting controls and/or motion activated light controls in low or intermittent use areas.
8. Avoid light spillage in exterior lighting by using directional fixtures.
9. Minimize light overlap in exterior lighting schemes.
10. Use lumen maintenance procedures and controls.

B. Mechanical Systems

1. Design to comply with the Energy Code and to exceed its efficiency requirements.
2. Use "Smart Building" monitor/control systems when appropriate.
3. Utilize thermal storage for reduction of peak energy usage.
4. Use Variable air volume systems to save fan power.
5. Use variable speed drives on pumping systems and fans for cooling towers and air handlers.
6. Use air-cooled refrigeration equipment or use cooling towers designed to reduce drift.
7. Specify premium efficiency motors.
8. Reduce the need for mechanical ventilation by reducing sources of indoor air pollution. Use high efficiency air filters and ultraviolet lamps in air handling units. Provide for regular maintenance of filtration systems. Use ASHRAE standards as minimum.
9. Locate fresh air intakes away from polluted or overheated areas. Locate on roof where possible. Separate air intake from air exhausts by at least 40 ft.
10. Use separate HVAC systems to serve areas that operate on widely differing schedules and/or design conditions.
11. Use shut off or set back controls on HVAC system when areas are not occupied.
12. Use condenser heat, waste heat or solar energy. (Contact local utility companies for information on the utility-sponsored Commercial and Industrial Energy Efficiency

Programs which offer incentives to businesses for installing qualifying energy efficient technologies.)

13. Evaluate plug-in loads for energy efficiency and power saving features.
14. Improve comfort and save energy by reducing the relative humidity by waste reheat, heat pipes or solar heat.
15. Minimize heat gain from equipment and appliances by using:
 - a. Environmental Protection Agency (EPA) Energy Star rated appliances.
 - b. Hoods and exhaust fans to remove heat from concentrated sources.
 - c. High performance water heating that exceeds the Energy Code requirements.
16. Specify HVAC system "commissioning" period to reduce occupant exposure to Indoor Air Quality (IAQ) contaminants and to maximize system efficiency.

V. Water Use

A. Building Water

1. Install water conserving, low flow fixtures as required by the Uniform Plumbing Code.
2. If practical, eliminate hot water in restrooms.
3. Use self closing faucets (infrared sensors or spring loaded faucets) for lavatories and sinks.

B. Landscaping and Irrigation (See Section VI.)

VI. Landscape and Irrigation

1. Incorporate water efficient landscaping (xeriscaping) using the following principles:
 - a. Planning, Efficient Irrigation: Create watering zones for different conditions. Separate vegetation types by watering requirements. Install moisture sensors to prevent operation of the irrigation system in the rain or if the soil has adequate moisture. Use appropriate sprinkler heads.
 - b. Soil analysis/improvement: Use (locally made) soil amendments and compost for plant nourishment, improved water absorption and holding capacity.
 - c. Appropriate plant selection: Use drought tolerant and/or slow growing hardy grasses, native and indigenous plants, shrubs, ground covers, trees, appropriate for local conditions, to minimize the need for irrigation.
 - d. Practical turf areas: Turf only in areas where it provides functional benefits.

- drywall, carpet, etc. Use ground recycled concrete, graded glass cullet or asphalt as base or fill material.
- 3. Specify low toxic or non-toxic materials whenever possible, such as low VOC (Volatile Organic Compounds) paints, sealers and adhesives and low or formaldehyde-free materials. Do not use products with CFCs (Chloro-fluoro-carbons).
- 4. Use locally produced products such as plastic lumber, insulation, hydro-mulch, glass tiles, compost.
- 5. Use advanced framing systems that reduce waste, two stud corners, engineered structural products and prefabricated panel systems.
- 6. Use materials which require limited or no application of finishing or surface preparation. (i.e. finished concrete floor surface, glass block and glazing materials, concrete block masonry, etc.)
- 7. Use re-milled salvaged lumber where appropriate and as available. Avoid the use of old growth timber.
- 8. Use sustainably harvested timber.
- 9. Commit to a material selection program that emphasizes efficient and environmentally sensitive use of building materials, and that uses locally available building materials. (A list of Earth friendly products and materials is available through the Green House Hawai'i Project. Call Clean Hawai'i Center, Tel. 587-3802 for the list.)

B. Solid Waste Management, Recycling and Diversion Plan

- 1. Prepare a job-site recycling plan and post it at the job-site office.
- 2. Conduct pre-construction waste minimization and recycling training for employees and sub-contractors.
- 3. Use a central area for all cutting.
- 4. Establish a dedicated waste separation/diversion area. Include Waste/Compost/Recycling collection areas and systems for use during construction process and during the operational life cycle of the building.
- 5. Separate and divert all unused or waste cardboard, ferrous scrap, construction materials and fixtures for recycling and/or forwarding to a salvage exchange facility. Information on "Minimizing C&D (construction and demolition) waste in Hawai'i" is available through Department of Health, Office of Solid Waste Management, Tel. 586-4240.
- 6. Use all green waste, untreated wood and clean drywall on site as soil amendments or divert to offsite recycling facilities.
- 7. Use concrete and asphalt rubble on-site or forward the material for offsite recycling.
- 8. Carefully manage and control waste solvents, paints, sealants, and their used containers. Separate these materials from C&D (construction and demolition) waste and store and dispose them of them carefully.
- 9. Donate unused paint, solvents, sealants to non-profit organizations or list on HIMEX (Hawai'i Materials Exchange). HIMEX is a free service operated by Maui Recycling

- e. Mulches: Use mulches to minimize evaporation, reduce weed growth and retard erosion.
Contact the local Board of Water Supply for additional information on xeriscaping such as efficient irrigation, soil improvements, mulching, lists of low water-demand plants, tours of xeriscaped facilities, and xeriscape classes.
- 2. Protect existing beneficial site features and save trees to prevent erosion. Establish and carefully mark tree protection areas well before construction.
- 3. Limit staging areas and prevent unnecessary grading of the site to protect existing, especially native, vegetation.
- 4. Use top soil from the graded areas, stockpiled on the site and protected with a silt fence to reduce the need for imported top soil.
- 5. Irrigate with non-potable water or reclaimed water when feasible. Collect rainwater from the roof for irrigation.
- 6. Sub-meter the irrigation system to reduce water consumption and consequently water and sewer fees. Contact the local county agency to obtain irrigation sub-metering requirements and procedures. Locate irrigation controls within sight of the irrigated areas to verify that the system is operating properly.
- 7. Use pervious paving instead of concrete or asphalt paving. Use natural and man-made berms, hills and swales to control water runoff.
- 8. Avoid the use of solvents that contain or leach out pollutants that can contaminate the water resources and runoff. Contact the State of Hawai'i Clean Water Branch at 586-4309 to determine whether a NPDES (National Pollutant Discharge Elimination System) permit is required.
- 9. Use Integrated Pest Management (IPM) techniques. IPM involves a carefully managed use of biological and chemical pest control tactics. It emphasizes minimizing the use of pesticides and maximizing the use of natural process.
- 10. Use trees and bushes that are felled at the building site (i.e. mulch, fence posts). Leave grass trimmings on the lawn to reduce green waste and enhance the natural health of lawns.
- 11. Use recycled content, decay and weather resistant landscape materials such as plastic lumber for planters, benches and decks.

VII. Building Materials & Solid Waste Management

A. Material Selection and Design

- 1. Use durable products.
- 2. Specify and use natural products or products with low embodied energy and/or high recycled content. Products with recycled content include steel, concrete with glass,

- Group, that offers an alternative to landfill disposal of usable materials, and facilitates no-cost trades. See web site, www.himex.org.
- ___ 10. Use suppliers that re-use or recycle packaging material whenever possible.

VIII. Indoor Air Quality

- ___ 1. Design an HVAC system with adequate supply of outdoor air, good ventilation rates, even air distribution, sufficient exhaust ventilation and appropriate air cleaners.
- ___ 2. Develop and specify Indoor Air Quality (IAQ) requirements during design and contract document phases of the project. Monitor compliance in order to minimize or contain IAQ contaminant sources during construction, renovation and remodeling.
- ___ 3. Notify occupants of any type of construction, renovation and remodeling and the effects on IAQ.
- ___ 4. Inspect existing buildings to determine if asbestos and lead paint are present and arrange for removal or abatement as needed.
- ___ 5. Supply workers with, and ensure the use of VOC (Volatile Organic Compounds)-safe masks where required.
- ___ 6. Ensure that HVAC systems are installed, operated and maintained in a manner consistent with their design. Use UV lamps in Air Handling Units to eliminate mold and mildew growth. An improperly functioning HVAC system can harbor biological contaminants such as viruses, bacteria, molds, fungi and pollen, and can cause Sick Building Syndrome (SBS).
- ___ 7. Install separate exhaust fans in rooms where air-polluting office equipment is used, and exhaust directly to the exterior of the building, at sufficient distance from the air intake vents.
- ___ 8. Place bird guards over air intakes to prevent pollution of shafts and HVAC ducts.
- ___ 9. Control indoor air pollution by selecting products and finishes that are low or non-toxic and low VOC emitting. Common sources of indoor chemical contaminants are adhesives, carpeting, upholstery, manufactured wood products, copy machines, pesticides and cleaning agents.
- ___ 10. Schedule finish application work to minimize absorption of VOCs into surrounding materials e.g. allow sufficient time for paint and clear finishes to dry before installing carpet and upholstered furniture. Increase ventilation rates during periods of increased pollution.
- ___ 11. Allow a flush-out period after construction, renovation, remodeling or pesticide application to minimize occupant exposure to chemicals and contaminants.

IX. Commissioning & Construction Project Closeout

- ___ 1. Appoint a Commissioning Authority to develop and implement a commissioning plan and a preventative maintenance plan. Project Manager's responsibilities must include coordination of commissioning activities during project closeout.
- ___ 2. Commissioning team should successfully demonstrate all systems and perform operator training before final acceptance.
- ___ 3. Provide flush-out period to remove air borne contaminants from the building and systems.
- ___ 4. Provide as-built drawings and documentation for all systems. Provide data on equipment maintenance and their control strategies as well as maintenance and cleaning instructions for finish materials.

X. Occupancy and Operation

- A. General Objectives**
- ___ 1. Develop a User's Manual for building occupants that emphasizes the need for Owner/Management commitment to efficient sustainable operations.
- ___ 2. Management's responsibilities must include ensuring that sustainability policies are carried out.
- B. Energy**
- ___ 1. Purchase EPA rated, Energy Star, energy-efficient office equipment, appliances, computers, and copiers. (Energy Star is a program sponsored by U.S. Dep. Of Energy. Use of these products will contribute to reduced energy costs for buildings and reduce air pollution.)
- ___ 2. Institute an employee education program about the efficient use of building systems and appliances, occupants impact on and responsibility for water use, energy use, waste generation, waste recycling programs, etc.
- ___ 3. Re-commission systems and update performance documentation periodically per recommendations of the Commissioning Authority, or whenever modifications are made to the systems.
- C. Water**
- ___ 1. Start the watering cycle in the early morning in order to minimize evaporation.
- ___ 2. Manage the chemical treatment of cooling tower water to reduce water consumption.
- D. Air**
- ___ 1. Provide incentives which encourage building occupants to use alternatives to and to reduce the use of single occupancy vehicles.

Building Integrated Photovoltaics: A Case Study. NREL Publications #TP-472-7574, March 1995 (Call Tel. 1-800-DOE-EREC or visit local office)

Solar Electric Applications: An overview of Today's Applications. NREL Publications, DOE/GO #10097-357, Revised February, 1997 (Call Tel. 1-800-DOE-EREC or visit local office)

Green Lights: An Enlightened Approach to Energy Efficiency and Pollution Prevention. U.S. Environmental Protection Agency, Pacific Island Contact Office (Call Tel. 541-2710 for publication.)

Healthy Lawn, Healthy Environment. U.S. Environmental Protection Agency, Pacific Island Contact Office. (Call Tel. 541-2710 for this and related publications)

How to Plant a Native Hawaiian Garden. Office of Environmental Quality Control (OEQC), Department of Health, State of Hawaii (Call Tel. 586-4185 for publication)

Buy Recycled in Hawaii. Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, November 1997. (Call Tel. 587-3802 for publication)

Hawaii Recycling Industry Guide and other recycling and reuse related fact sheets. Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, July 1999. (Call Tel. 587-3802 for publication)

Minimizing Construction and Demolition Waste. Office of Solid Waste Management, Department of Health and Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, February 1998. (Call Tel. 586-4240 for publication)

Contractor's Waste Management Guide and Construction and Demolition Waste Management Facilities Directory. Clean Hawaii Center, Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, 1999. (Call Tel. 587-3802 for publication)

Waste Management and Action: Construction Industry. Department of Health, Solid and Hazardous Waste Branch (Call Tel. 586-7496 for publication)

Business Guide For reducing Solid Waste. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for publication.)

2. Provide a location map of services within walking distance of the place of employment (child care, restaurants, gyms, shopping).
3. Periodically monitor or check for indoor pollutants in building.
4. Provide an IAQ plan for tenants, staff and management that establishes policies and documentation procedures for controlling and reporting indoor air pollution. This helps tenants and staff understand their responsibility to protect the air quality of the facility.

E. Materials and Products

1. Purchase business products with recycled content such as paper, toners, etc.
2. Purchase Furniture made with sustainably harvested wood, or with recycled and recycled content materials, which will not off gas VOC's.
3. Remodeling and painting should comply with or improve on original sustainable design intent.
4. Use low VOC, non-toxic, phosphate and chlorine free, biodegradable cleaning products.

F. Solid Waste

1. Collect recyclable business waste such as paper, cardboard boxes, and soda cans.
2. Avoid single use items such as paper or Styrofoam cups and plates, and plastic utensils.

XI. Resources

Financing: Energy Efficiency in Buildings. U.S. Department of Energy, DOE/EE-0152, May, 1998 (Call Tel. 1-800-DOE-EREC or visit local office)

Building Commissioning: The Key to Quality Assurance. U.S. Department of Energy, DOE/EE-0153, May, 1998 (Call Tel. 1-800-DOE-EREC or visit local office)

Guide to Resource-Efficient Building in Hawaii. University of Hawaii at Manoa, School of Architecture and Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, October 1998. (Call Tel. 587-3804 for publication)

Hawaii Model Energy Code. Energy, Resources and Technology Division, Department of Business, Economic Development and Tourism, November 1997 (Call Tel. 587-3810 for publication)

Photovoltaics in the Built Environment: A Design Guide for Architects and Engineers. NREL Publications, DOE/GO #10097-436, September 1997 (Call Tel. 1-800-DOE-EREC or visit local office)

The Inside Story: A Guide to Indoor Air Quality. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for this and related publications.) Additional information is available from the American Lung Association, Hawai'i, Tel. 537-5966

Selecting Healthier Flooring Materials. American Lung Association and Clean Hawai'i Center, February 1999. (Call Tel. 537-5966 x307)

Office Paper Recycling: An Implementation Manual. U.S. Environmental Protection Agency, Pacific Island Contact Office, Tel. 541-2710 (Call for publication.)

Acknowledgments

OEQC and the Environmental Council would like to thank Allison Beale, Gary Gill, Nick H. Huddleston, Gail Suzuki-Jones, Purnima McCutcheon, Virginia B. MacDonald, Steve Meder, Ramona Mullahey, Thomas P. Papandrew, Victor Olgay, Howard Tanaka, and Howard Wiig for their assistance with this project.

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January 18, 2002

Ms. Genevieve Salmonson, Director
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Office of Environmental Quality Control
235 South Beretania Street Suite 702
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Ms. Salmonson:

Thank you for your letter of December 7, 2001 regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. The following are offered in response to your comments.

1. Cumulative Impacts Analysis, Section 5.3.1 has been expanded in the Final EIS to clearly state how cumulative impacts have been assessed in the study.

With respect to the analysis included in this Environmental Impact Statement, major projects such as the recently opened Hilton Hawaiian Village Kalia Tower, proposed Waikikian Tower, and the currently under construction 2100 Kalaheua retail project have been included in traffic, noise, air quality, economic impact, and social impact assessments. The traffic study also specifically studied the cumulative impacts of the project with the City's Bus Rapid Transit (BRT) plans.

With respect to the Kamoku-Piikole 138 kv line, the cumulative impact of development in areas served by the Piikole Substation, including Waikiki, has increased the number of residents, businesses and public services relying on electrical service provided by HECO. In the context of this cumulative demand, the demands associated with currently proposed developments in Waikiki are negligible. Nevertheless, they do represent incremental increases in demand for electrical service from the Piikole Substation and, in turn, underscore the need for HECO to provide more reliable service, which is the basis of HECO's proposal for the 138 kv line.

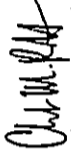
2. Guidelines for Sustainable Building Design in Hawai'i. The Guidelines will be considered during the detailed design phases of the project.

6. Parking. The specific terms of the DeRussy parking license have yet to be finalized. The preliminary agreement calls for 250 parking stalls to be made available to Outrigger for an indeterminate period of time. To maximize efficient use of the facility, the use agreement will apply to any 250 stalls in the lot.

Your letter and this response will be included in the Final Environmental Impact Statement.

Sincerely,

GROUP 70 INTERNATIONAL, INC.



Christine Ruotola, AICP
Associate

3. Use of Recycled Glass in Construction Projects. Decisions regarding specific building materials will be made during detailed design. Use of materials containing recycled glass will be considered.

4. Use of Native Plants in Landscaping. Figures FEIS 3-b and FEIS 3-c, Conceptual Landscape Master Plan and Edgewater Plaza Landscape Plan, respectively, have been added to the Final EIS and Section 3.2.4 has been expanded to include further discussion of the landscaping concept. The project will extensively utilize native Hawaiian plants, as well as Polynesian-introduced plants and exotic plants that have come to represent Hawaii.

The Conceptual Landscape Plan for Waikiki Beach Walk is illustrated in Figures FEIS 3-b and FEIS 3-c. The objective of the landscape design is to enhance the Hawaiian sense of place expressed in the project's architecture through the use of:

- Native Hawaiian plants and materials;
- Polynesian-introduced plants and exotic plants that have come to represent Hawaii; and
- Themes that reflect the history of Waikiki as a gathering place and as a spiritual and healing center known as *Kauehenehe*.

Coconut Palms will be the unifying landscape element throughout the project. The palms allow for a large canopy of fronds, while only requiring a minimal amount of area on the ground plane.

5. Visual Impacts of Pedestrian Bridges. Figures FEIS 5-a and FEIS 5-b have been added and text section 5.2.9 expanded to address the visual impacts of pedestrian bridges over Beach Walk and Kalila Road.

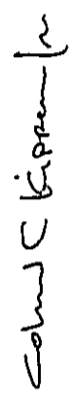
Pedestrian Bridges

Pedestrian bridges will be constructed across Beach Walk and Kalila Road to provide for safe and efficient circulation of pedestrians and employees. The Kalila Road pedestrian bridge gradually slopes from the second level of the ballroom/banquet facility in the Levers-Beach Walk block to the Outrigger Reef on the Beach pool deck. The pedestrian bridges that cross over Beach Walk are intended to connect the new Saratoga Hotel to the meeting room and pool deck levels in the Levers-Beach Walk block.

View studies of the proposed pedestrian bridges are provided in Figures 5-3, FEIS 5-a and FEIS 5-b. Landscaping will be extensive throughout the project area (See landscape plans in Figures FEIS 5-a and FEIS 5-b), including bridge landings and the bridges themselves. Architectural detailing will visually tie the proposed bridges to the structures they link. As shown in exhibits, the bridges will be visually prominent, however, they will not block ocean views and will be designed in a manner consistent with the theme and qualities of the overall project.

If you have any questions, please call Sharia Manley, Policy Analyst, at 594-1944 or email her at shariam@oha.org.

Sincerely,



Colin C. Kippen, Jr.
Deputy Administrator

cc: Board of Trustees
Clyde W. Namu'o, Administrator
Christine Ruotola, Group 70 International, Inc.

3001/EL06-1854

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STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPOLAHU AVENUE, SUITE 500
HONOLULU, HAWAII 96813

December 17, 2001

HRD 01-364

Ms. Ardis Shaw-Kim
City and County of Honolulu
Department of Planning and Permitting
650 South King Street- 7th Floor
Honolulu, HI 96813

Subject: Waikiki Beach Walk Draft Environmental Impact Statement
2-6-002: 015, 016
2-6-003: 001, 002, 003, 004, 006, 007, 008, 009, 010, 011, 012, 021, 032,
034, 035, 039, 052, 056 (por.), 057
2-6-004: 010

Dear Ms. Shaw-Kim,

Thank you for the opportunity to comment on the above-referenced document. OHA asks that the final EIS address the following concerns about burials and cultural practices.

Burials: As the draft EIS acknowledges, inadvertent discoveries of burials are possible in the project area. The document includes mitigation measures for addressing burials such as archeological monitoring plans, consultation with OHA and other Native Hawaiian organizations on the development of a contingency Burial Treatment Plan, and cultural monitoring. The mitigation should also include the development of a cultural monitoring plan, along with the proposed archeological monitoring plan, for both OHA and Oahu Island Burial Council review.

Cultural Practices and Access: The draft EIS provides cultural and historical documentation and oral histories of the practices in the project area. The draft EIS states that Hawaiians continue to utilize the shoreline for recreation, subsistence, and spiritual practices. However, the EIS does not examine the impact of this project on these practices. The final EIS must analyze potential impacts of this project on these practices and on shoreline access. The EIS must also propose mitigation for any identified harms.



January 18, 2002

Mr. Colin C. Kippen Jr., Deputy Administrator
State of Hawaii
Office of Hawaiian Affairs
711 Kapi'olani Boulevard, Suite 500
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Kippen:

Thank you for your letter of December 17, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. The following are offered in response to your comments regarding burial and cultural practice and access issues. All relevant modified pages of the Final EIS are attached to this letter.

Burials: As indicated in your letter, cultural monitoring as a mitigative measure is being recommended for all subsurface work conducted within the project area. As a precursor to any proposed subsurface work, consultation with known and potential lineal descendants and other appropriate agencies and organizations will be conducted. Outrigger will coordinate with these individuals and organizations in the development of a cultural monitoring plan.

Cultural Practices and Access: As presented in section 5.1.2.1, the inshore waters of the project area's shoreline continues to serve as an area for gathering marine resources and a spiritual healing center. Access to the shoreline has been and will continue to be provided, thus no mitigative measures are necessary.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola, AICP
Associate

Group 70 International, Inc. • Architecture • Planning • Interior Design • Building Diagnostics • Building Management • Environmental Services
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- ANDREW D. AIA, ACP
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- ROY H. HIRAO AIA, CP
- JAMES J. HIRAO AIA
- ELIOT E. POHORE ACP
- STEPHEN W. YUEN AIA
- LEON C. WAI, AIA
- GEORGE T. AIA, ACP
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- CHRISTY L. LARSEN AIA
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- KEVIN A. NUN
- KEVIN H. OVERTON ACP
- CHRISTOPHER M. RABALA ACP
- NORMAN J. SCOTT
- SCOTT TAYLOR
- STEPHEN GARY WILSON, AIA



University of Hawai'i at Mānoa

Environmental Center
A Unit of Water Resources Research Center
Knauss Annex 19 • 2500 Dole Street • Honolulu, Hawaii 96822
Telephone: (808) 956-7361 • Facsimile: (808) 956-3980

December 21, 2001
RE: 0271

Eric Matsutomi
Outrigger Enterprises, Inc.
2375 Kahi'o Avenue
Honolulu, HI 96815

Dear Mr. Matsutomi:

Draft Environmental Impact Statement
Waikiki Beach Walk
Honolulu, Oahu

The applicant Outrigger Enterprises, Inc. proposes to complete redevelopment in two phases spanning over eight years. Phase I, includes the demolition of the Outrigger Edgewater Lanais, the OHANA Coral Seas, and the OHANA Edgewater. In this area, Outrigger plans to keep the OHANA Waikiki Village, the OHANA Waikiki Tower and the OHANA Reef Towers. Upon completion of demolition, they propose to build a three-story open-air retail and entertainment complex with meeting and banquet rooms. This Phase would take three years to complete, from 2002-2005. Outrigger is focusing on the retail income for this first phase. In Phase II they propose to demolish the OHANA Reef Lanais, the Malahini and the OHANA Royal Islander. In their place they would build the Outrigger Saratoga, an 891-room hotel. This phase would begin in 2006 and be completed in 2010. The purpose of this action is to modernize the existing area and create a pedestrian friendly gathering place for visitors and residents.

This review was conducted with the assistance with students of Travel Industry Management, University of Hawai'i, and Renee Thompson, Environmental Center.

General Comment

We found the document covered a number of topics well and we learned many interesting things about the history of Waikiki. We thought however, that some of the project description in Section 3.0 to be overly florid as if the project was being sold to the audience and not described. We prefer straight forward prose in the description section thought we appreciate the effort to make the reading interesting. We find it difficult to see how this project will recapture the "magic of Waikiki" (p. 3-1) by adding two hundred and thirty-four hotel rooms to the area.

We also note the recent appearance of newspaper articles about the sale or condemnation of the land not owned by the Outrigger Company. This is given little mention in the EIS though it might be a major sticking point if the Outrigger fails to get title. There is no

An Equal Opportunity/Affirmative Action Institution

Mr. Matsutomi
December 21, 2001
Page 2

alternative discussed in the EIS should the Outrigger not get title to parcels in question. We feel this issue should be covered in the alternatives section

In addition to our general comments we have a few specific comments.

Lewers Access Road

In section 4.7.1.5 on Loading you mention about problems commercial deliveries along Lewers Street. Lewers also provides access to the Sheraton Waikiki and Halekulani Hotel loading docks along Kalia Rd. Any changes in the use of Lewers would effect those two hotels. Has access to the Sheraton and Halekulani been considered?

Will Lewers Street be blocked off during construction? If it is, how will deliveries be made to the other properties in the vicinity?

Relocation

Section 5.1.8 deals with the social impacts of the projects. We are concerned that workers will be laid off when their hotels are demolished. Will the Outriggers be able to absorb all the workers from the hotels slated for demolition and remodeling? It would be difficult for laid off worker to find new jobs in our present economy.

We also would like to know if the Outriggers will be doing anything to help retailers relocate during the construction other than to give them ample time to find other space (p. 5-10). It would seem appropriate for the Outrigger Corp. to find space in its other properties or help find space elsewhere in Waikiki for temporary or permanent relocation.

Burials

In section 5.1.2.1 on Cultural Resources, you mention on page 5-3 subsection 1 at the top of the page that if burial should be uncovered during construction and if they should have to be moved or touched that "it is highly recommended that this be conducted by a cultural monitor..." We feel that it should not be recommended but it should be guaranteed. Burials are a sensitive cultural issue in Hawaii and the more safeguards added the better off the project will be.

Conclusion

This project will change a part of Waikiki that has seen better days but it is not without it charm. Many other parts of Waikiki that have been remodeled or rebuilt have come out worse than they began. We hope that this project will be the improvement claimed in the EIS. If

An Equal Opportunity/Affirmative Action Institution

Mr. Matsutomi
December 21, 2001
Page 3

adequate attention is paid to the relocated workers and retailers and cultural issues are handled sensitively we would find this EIS a better document.

Thank you for the opportunity to review this Draft Environmental Impact Statement.

Sincerely,


Peter Rappa
Environmental Review Coordinator

cc: James Moncur, WRRC
OEQC
Ardis Shaw-Kim, DPP
Christine Ruotola, Group 70 International, Inc.
Renee Thompson



- James S. Ooi, Arch. D., AA, ACP
- Norman G. Wong, AA
- Steven S. Suter, AA, ACP
- Hazuki Hata, AA
- Ray H. Hsu, AA, CP
- James I. Hironaka, AA
- Robert F. Portner, ACP
- Steven H. Yuen, AA
- Lyndie C. Ahl, AA
- George I. Aia, ACP
- Paul B. Cooper, AA
- Harold Lee Cook, AA, CP
- Philip T. Gleason
- Subcom/Num
- Jeremy C. Hsi, AA
- Ray A. Inoué, AA, CS
- Shirley Ann, AA
- Christy K. Kuroki, AA
- Debra H. Kuroki
- Heidi B. McKee
- Eric K. Nakano
- Kenneth A. Neri
- Jeffrey H. O'Brien, ACP
- Christine M. Ruckel, ACP
- Henry J. Scott
- Scott Longman
- Sharon Cheng Williams, AA

January 18, 2002

Mr. Peter Rappa, Environmental Review Coordinator
University of Hawaii at Manoa
Environmental Center
Krauss Annex 19
2500 Dole Street
Honolulu, HI 96822

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Rappa:

Thank you for your letter of December 21, 2001 to Outrigger Enterprises, Inc. regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. The following is offered in response to your comments.

Recapturing Magic of Waikiki. The Waikiki Beach Walk project involves more than the addition of 234 hotel rooms. The large-scale redevelopment involves the creation of a major public plaza, integration of native landscaping materials and water features, and overall renovation of an aged and deteriorating area of Waikiki.

Land Ownership. Owners of all parcels in the project area are listed in Section 1.1. The possibility of condemnation is described in Section 1.3. Section 1.3 has also been expanded to include the latest information about the land acquisition process. Section 7.1 has been revised to make clear that it is the No Action alternative which will occur if Outrigger does not acquire ownership of the outstanding parcels.

Lewers Access Road. The project does not propose to close Lewers Street. Section 7.5 and Appendix K discuss the alternative of closing this street and describe its effect on access for each of the properties in the area (Halekulani Hotel, Parc Hotel, Sheraton Waikiki Hotel, Royal Hawaiian Shopping Center, and Imperial Resort Hawaii).

Access and circulation in the project area will inevitably be impacted during construction. However, it is impossible to project the specific location, timing or nature of these impacts at this time. A traffic management plan will be prepared for each phase of construction. The plan will identify specific actions necessary to



Mr. Peter Rappa
January 18, 2002
Page 2

accommodate construction (e.g., temporary lane closures, re-routing of traffic, etc.), the expected duration of the event, and measures (e.g., phased construction, early notification of neighboring properties, traffic control strategies) to be implemented to mitigate these impacts.

Relocation. As 5.1.8 states, "No loss of jobs is expected at the Outrigger properties affected by construction. Employees will be transferred in advance to other Outrigger and Ohana hotels as positions open, and any reductions in staffing will be handled through normal job attrition. As phases of the project are completed, the positions will be filled through new hires as well as transfers from other properties."

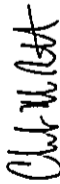
Where appropriate, Outrigger will provide the opportunity for existing vendors and retail tenants to locate in other hotels and/or return to the project area once construction is completed. Your concern about the displacement of existing business is shared by affected business owners and employees. Significantly, however, interviews conducted as part of the Social Impact Assessment reveal that these same individuals expressed approval of the overall project because they felt it would be a major improvement to the area. Please see Volume II, Appendix M for a full review of interviews.

Burial's. Outrigger Enterprises, Inc. is committed to treating any discoveries of burials or other cultural resources with the highest level of sensitivity and appropriateness.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.



Christine Ruotola, AICP
Associate

2001/ELOG-4870

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
151 SOUTH BERTANCA STREET
HONOLULU, HI 96843



01 DEC 28 AM 9 06

December 28, 2001

CITY & COUNTY OF HONOLULU

JEREMY HANDEL, Mayor
ROSE FLORESA, JR., Chairman
CHARLES A. STERNA, Vice-Chairman
JAMES H. HAN, Member
ROBERT E. KAPONA, SR., Member
BARBARA HILL STANTON, Member
BRYAN K. MULLALY, Executive Director
ROSE S. SUGARMAN, Esq., General Counsel
CLIFFORD S. JAMILE, Manager and Chief Engineer

Post-It Fax Note	7871	Date	
To	Christine Ruotola	From	Ardis
Co/Dept		Co	
Phone #		Phone #	5275349
Fax #		Fax #	

TO: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTN: ARDIS SHAW-KIM
Ardis Shaw-Kim

FROM: CLIFFORD S. JAMILE, MANAGER AND CHIEF ENGINEER

SUBJECT: THE TRANSMITTAL OF NOVEMBER 6, 2001 OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE OUTRIGGE HOTELS' WAIKIKI BEACH WALK PROJECT, WAIKIKI BEACH WALK PROJECT, WAIKIKI, TMK: 2-6-02: 15, 16; 2-6-03: 01-04, 06-12, 21, 32, 34-35, 39, 52, PORTION 56, 57; 2-6-04: 10

Thank you for the opportunity to review the subject document for the proposed hotel redevelopment project.

We have the following comments to offer:

1. The existing off-site water system is presently adequate to accommodate the proposed project.
2. The availability of water will be determined when the Building Permit Applications are submitted for our review and approval. The document correctly states that if water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission and daily storage.
3. We have two water main projects scheduled for the area with construction tentatively set to start in Fiscal Year 2003. One project consists of installing a 16-inch main in Kalakaua Avenue while the other will be a 12-inch main in Saratoga Road. The construction schedules should be coordinated to minimize the impacts to the community and our water system.

Pure Water... our greatest need - use it wisely

Mr. Randall K. Fujiki
December 28, 2001
Page 2

4. There are 13 existing water services consisting of 15 domestic water meters and 7 detector check fire meters serving the project site.
5. If additional three-inch or larger water meters are required, the construction drawings showing the installation of the meters should be submitted for our review and approval.
6. Board of Water Supply approved Reduced Pressure Principle backflow prevention assemblies are required to be installed immediately after all water meters serving the project site.
7. The discussion on water requirements on pages 5-58 to 5-60 and in Appendix J should be revised as follows:
 - a. The water demands are shown in Table 5-20, not 5-18.
 - b. The commercial space requirements should be included as part of the calculations for the net change in demands.

If you have any questions, please contact Scot Muraoka at 527-5221.

cc: Office of Environmental Quality Control
Christine Ruotola, Group 70



Letter to Mr. Clifford Jamile
January 18, 2002
Page 2 of 2

Principle Backflow Prevention Assembly after all meters serving the project site. If use of such a backflow prevention system is infeasible due to low pressure, then an alternative system will be offered for your review and approval during project design.

7. The corrections noted on DEIS pages 5-58 and 5-60 and in Appendix J will be incorporated in the Final EIS as follows:
- a. The discussion of water demand in Section 5.2.18 of the EIS will reference Table 5-20, instead of Table 5-18, as showing the change in average daily demand for hotel units.
 - b. The discussion of water demand in Section 5.2.18 of the EIS and in Section 4.2.1 in Appendix J will be revised to indicate commercial space requirements.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.


Christine Ruotola, AICP
Associate

January 18, 2002

Mr. Clifford S. Jamile,
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 S. Beretania Street
Honolulu, HI 96843

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Jamile:

Thank you for your letter of December 28, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. The following are offered in response to your comments.

1. We acknowledge your comment that the existing water system is adequate to accommodate the proposed project.
2. We acknowledge that the availability of water for the project will be confirmed when the building permit application is submitted to your agency for review and approval. We further acknowledge that the applicant will be required to pay Water System Facilities Charges for transmission and daily storage.
3. The applicant will consult with your agency regarding construction scheduling to identify potential opportunities for coordinating construction activities to minimize impacts on the community and the water system.
4. We appreciate your confirmation of the existing 13 water services consisting of 15 domestic water meters and 7 detector check fire meters serving the project site.
5. Construction drawings for the proposed project will be submitted for your review, if additional three-inch or larger water meters are required.
6. Provided there is adequate pressure, water system design will include the installation of an approved Board of Water Supply Reduced Pressure



FRED S. ODE, AIA, ACEP
ANDREW D. AIA, ACEP
NORMAN GRIFFING, AIA
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DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
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JEREMY HARRIS
MAYOR



RAE M. LOUI, P. E.
DIRECTOR
GEORGE T. TAMASHIRO, P. E.
DEPUTY DIRECTOR
ERIC G. CRISPIN, AIA
ASSISTANT DIRECTOR

November 15, 2001

TO: RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTENTION: ARDIS SHAW-KIM

FROM: RAE M. LOUI, DIRECTOR *RML*

SUBJECT: REVIEW OF WAIKIKI BEACH WALK DRAFT ENVIRONMENTAL
IMPACT STATEMENT (EIS)

Thank you for providing us the opportunity to review the Waikiki Beach Walk draft environmental impact statement. We have no comments and no objection to the proposal. We do not foresee the proposed Waikiki redevelopment having an adverse impact on any planned public facilities.

If you have any questions or require any further information, please contact Terry Hildebrand in our Parks Planning Branch at extension 4696.

RML:li
cc: Christine Ruotola, Group 70 International, Inc.



FRANK S. COOK, AIA, ACP
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SUZANNE HILL, AIA
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JAMES H. O'NEILL, ACP
CHRISTINE M. RUOTOLA, ACP
HARVEY J. SCOTT
SCOTT LANGRISH
SARAH CHENG WILSON, AIA

January 18, 2002

Mr. Rae M. Loui, Director
City and County of Honolulu
Department of Design and Construction
650 South King Street, 11th Floor
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Loui:

Thank you for your letter of November 15, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. We acknowledge your statement that you do not have any comment and no objections to this proposed redevelopment effort.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola
Christine Ruotola, AICP
Associate

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, HONOLULU HI 96813
(808) 527-6883, fax: (808) 527-6875



Jeremy Harris
Mayor
RECEIVED
DEC 21 2001
GROUP 70

Timothy E. Steinberger, P.E.
Director
Frank J. Doyle, P.E.
Deputy Director


PRO 01-54

December 19, 2001

MEMORANDUM

TO: RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTN: ARDIS SHAW-KIM

FROM: 
TIMOTHY E. STEINBERGER, DIRECTOR
DEPARTMENT OF ENVIRONMENTAL SERVICES

SUBJECT: Waikiki Beach Walk, Draft Environmental Impact Statement (EIS)

We have reviewed the Draft EIS, dated October 2001, for the Waikiki Beach Walk development, as submitted to us from Group 70 International, Inc.

We have concerns regarding the sewer collection system that exists in this area. There is an existing sewer in the portion of Helumoa Road that is proposed to be abandoned. The Draft EIS provides little information on the future plan for the existing sewer collection system. We would expect that a new master plan be developed for this area, indicating sewerlines that are to be relocated and resized, and submitted to us for review. Issues regarding basements, rights of way, utility easements and sewerline maintenance will need to be addressed in the master plan.

Should you have any questions, please call Jack Pobuk, Program Coordinator, at 527-6696.

cc: Group 70 International, Inc.



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Scott Engstrom
Susan Ong, AIA, AIA

January 18, 2002

Mr. Timothy E. Steinberger, Director
City and County of Honolulu
Department of Environmental Services
650 S. King Street
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Steinberger:

Thank you for your letter of December 19, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project.

Your concern regarding the existing sewer collection system has been noted. As the proposed project progresses to the design phase, a sewer master plan will be prepared and submitted for your review. Issues regarding basements, rights-of-way, utility easements and sewer line maintenance will be addressed in the master plan.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola, AICP
Associate

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

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JEREMY HARRIS
MAYOR

WILLIAM D. BALFOUR, JR.
DIRECTOR

EDWARD T. "SUPEPA" DAZ
DEPUTY DIRECTOR

RECEIVED
NOV 30 2001

November 21, 2001

MEMORANDUM

GROUP 70

TO: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTENTION: ARDIS SHAW-KIM

FROM: WILLIAM D. BALFOUR, JR., DIRECTOR

SUBJECT: WAIKIKI BEACH WALK DRAFT ENVIRONMENTAL IMPACT STATEMENT
TMK: 2-6-002: 015, 016
2-6-003: 001, 002, 003, 004, 006, 007, 008, 009,
010, 011, 012, 021, 032, 034, 035, 039,
052, 056(por), 057
2-6-004: 010

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement relating to Waikiki Beach Walk.

The Department of Parks and Recreation supports this proposed redevelopment to upgrade Waikiki.

Should you have any questions, please contact Mr. John Reid, Planner, at 547-7396.

W.D. Balfour, Jr.

WILLIAM D. BALFOUR, JR.
Director

WDB:cu (5419)

cc: Ms. Christine Ruotola, AICP, Group 70 International, Inc.
Mr. Don Griffin, Department of Design and Construction



January 18, 2002

Mr. William D. Balfour, Jr.
Department of Parks and Recreation
City and County of Honolulu
650 South King Street 10th Floor
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Balfour:

Thank you for your letter of November 21, 2001 regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. We acknowledge your support for the proposed redevelopment effort.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola
Christine Ruotola, AICP
Associate

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PERMITTING
DIVISION

RANDALL K. FUJIKI, AIA
DIRECTOR
LORETTA K. COYLE
DEPUTY DIRECTOR

2001/ED-12 (ASK)

December 28, 2001

Christine Ruotola, AICP
Group 70 International, Inc.
925 Bethel Street, 5th Floor
Honolulu, Hawaii 96813

Dear Ms. Ruotola:

Waikiki Beach Walk - Redevelopment Plan
Draft Environmental Impact Statement (DEIS)
Tax Map Keys: 2-6-002: 15 and 16

2-6-003: 1-12, 32, 34, 35, 39, 52, 56. (por.) 57 2-6-004: 10

We have reviewed the above document and received comments from other agencies and interested parties. Copies of all comments we have thus far received related to the DEIS are enclosed herein.

Based on our review, we have the following comments and concerns that should be considered and incorporated into the Final Environmental Impact Statement (FEIS). The following comments are generally presented as they appear in the DEIS.

1. Pages 1-7 and 3-27, Use of County Lands or Funds - states "Outrigger will be acquiring fee ownership of certain parcels...", and identifies the pertinent five parcels by tax map key.

As a disclosure document, the FEIS should discuss the fact that the Outrigger Enterprises' fee interest acquisition of those five parcels is dependent upon the City's condemnation of the parcels and subsequent sale to Outrigger.

The FEIS should also disclose a) the anticipated schedule for the Council's decision on the condemnation, and b) the status of any current negotiations with the landowners regarding fee simple interest acquisition.

2. Page 1-9, Mitigation Measures

- a. The proposed archaeological mitigation measures which are identified on page 5-4 should be referenced in the FEIS section listing consolidated mitigation.
- b. According to our Wastewater Branch, the sewer lines in the project vicinity are at capacity. They recommend a relief sewer line to mitigate this impact. This also, should be listed as a mitigation measure.
- c. Proposed traffic mitigation, as identified in the appended traffic study and wind mitigation, as identified in the Pedestrian Wind Assessment for the Proposed Waikiki Beach Walk should be listed in the section of the FEIS describing consolidated mitigation.

3. Page 1-9, Unresolved Issues

- a. The FEIS should include, as an unresolved issue, the fact that Outrigger has not yet obtained fee interest in the above mentioned five parcels, and discussion of how this may impact the proposed project.
- b. The issue of whether or not conditional use permits will be required for joint development and off-site parking should be listed in this section as unresolved.
- c. On page 1-9 under Unresolved Issues, the DEIS makes brief reference to the "integration of Waikiki Beach Walk project with potential public parking initiatives currently under consideration by the Honolulu City Council."

The FEIS should describe the public parking initiatives currently being considered by the Council.

4. Pages 1-10, 7-6, Alternatives Considered - In the Department of Planning and Permitting's (DPP) August 14, 2001, comments on the BISP, the department stated that the DEIS should include a discussion of two project alternatives: a project scheme that does not include the closure of Helumoa Road and a project scheme that does not utilize the Planned Development Resort (PD-R) option.

Although the DEIS does not include an alternative to the PD-R option, it would be appropriate for the FEIS to discuss a project alternative that excludes the five parcels

8. Page 3-23, Roadways and Circulation

The FEIS should better explain why the closure of Helumoa Road between Lewers Street and Beach Walk is essential to redevelopment of retail and resort facilities.

9. Page 3-25, Parking

The DEIS states that "250 stalls will be available to Outrigger consumers through a parking license with the U.S. Army" within the Fort DeRussy surface parking lot at Saratoga Road and Kalia Road.

The FEIS should include the general terms of this license, including: 1) the number of years it will be in effect and the possible need and likelihood of future renewal; 2) whether any of its provisions allow unilateral cancellation by the Federal Government; and 3) whether the 250 stalls will be within one exclusive section of the lot, or whether the license will apply to any 250 stalls within the lot.

As the DPP requested in its August comments, the FEIS (under Section 8, Required Approvals & Permits) should indicate how NEPA requirements will be met for use of this Federally-owned land.

An alternative to the proposal to use Federal property for parking should be discussed in the FEIS as the Federal Government cannot be bound to or encumbered by the LUO or related parking agreements.

10. Appendix L, Parking and Loading Management Plan

a. Page 7- The Plan states that Table 2 shows "peak demand periods". However, since this table reflects data for 8 parking facilities for different time periods and for different days, it isn't clear what the "peak demand periods" are. Nor is it clear whether these "peak demand periods" are intended to be representative of the entire project area for every day of the week. Clarification of these points should be provided in the FEIS.

b. Page 19 - The Plan distinguishes between "valet" parking services and "aggressive valet" parking services, the latter which the Plan states could add 80 spaces to the site supply. The FEIS should explain what an "aggressive valet" parking program entails.

Identified for condemnation.

5. Page 2-1, Site History, Site and Project Attributes - A summary description of what currently exists and what is proposed on each of the proposed project parcels would help reduce the need for cross-referencing between maps and narrative. This section appears to be the appropriate location for such description.

6. Open Space - The DEIS contains numerous references to "new open space" (page 3-7), "open plaza" (page 3-7), "new public plaza" (page 3-8), "public gathering space" (page 3-17), "Edgewater Plaza" (page 3-21). The text of the FEIS should identify the location of these elements and describe the type of space, i.e. landscaping, hotel lobby. Approximate square footage areas should be provided if possible.

The development standards for the Waikiki Special District call for 50% open space with a possible reduction for beneficial public spaces. The table 3-4 of the DEIS seems to indicate that 79,380 square feet (although units are not specified) of open space will be provided within the proposed project. This amounts to about 23% open space. The FEIS should more clearly indicate how the reduction to the required open space within the project area will be mitigated, possibly with provision of beneficial public spaces. The location type, use characteristics and size of the beneficial public open spaces and related amenities should be described in the FEIS as they are intended, in part, to mitigate the impacts of diminished open space.

7. Page 3-7, Project Details - The DPP's August 14, 2001, comments on the project's EISPN asked for discussion on: a) how the project complies with Land Use Ordinance (LUO) requirements including building heights, transitional height setbacks, yards, open space and landscaping; b) nonconformities of the structures that are to be retained after development; and c) density and floor area calculations.

The department understands that specific, detailed discussion of the above items may be more appropriate in the forthcoming project PD-R application. However, some general comparative discussion of these issues (proposed versus permitted) must be included in the FEIS to provide an understanding of overall project parameters, as well as the magnitude and nature of the LUO exemptions the project will require.

c. Page 27 - One of the major elements of the project's Parking Management Plan is the proposed use of 250 parking spaces at Fort DeRussy. The Plan states "Although the City and County Land Use Ordinance currently prohibits sharing or parking (or loading activity) if pedestrians must walk 400 feet from parking, this does not match people's behavior in Waikiki."

The FEIS and the Plan should more fully explain this apparent reference to the LVO requirement of a conditional use permit (minor) for off-site parking facilities, such as the Fort DeRussy parking, and that in order to qualify for the permit, the following LVO provision would apply - "the distance of the entrance to the parking facility from the nearest principal entrance of the establishment or establishments involved shall not exceed 400 feet by customary pedestrian routes." (Emphasis added).

Both documents should disclose whether or not the Fort DeRussy parking lot would meet this maximum 400-foot distance requirement for an off-site parking CUP (minor).

The FEIS should discuss in greater detail the demand for employee parking and how this demand will be accommodated. One or both of the documents should state whether the described parking license will include such an agreement, and if not, how this requirement will otherwise be satisfied.

11. The proposals contained in the report, as it relates to the conversion of portions of Kalia Road, Beachwalk and Lewers Street to two-way traffic and the partial closure of a portion of Lewers Street, should be addressed in further detail. The proposal to convert Kalia Road and Lewers Street to two-way traffic, without any street closures, may improve traffic circulation in the area. However, conversion of only a portion of Beachwalk fronting the proposed project to two-way traffic may be confusing to motorists. This proposal should be further analyzed in the FEIS.

12. The Traffic Impact Analysis Report (TIAR) should also include an analysis of weekend evening peak traffic, since these periods exhibit a higher degree of congestion than the normal peak traffic hours. The TIAR should also include

tables showing the level-of-service (LOS) of individual turning movements. Mitigative measures to alleviate traffic, if required, should be based on the relative impacts associated with these individual movements. In particular, the right turn movement from Kalakaua Avenue to Lewers Street should be analyzed.

An analysis of the traffic signal warrants at the various nonsignalized intersections should be performed.

13. The need to provide street improvements to accommodate existing and projected traffic volumes should be addressed and the rounding of curb and property line radii should be incorporated into the project to provide sufficient vehicular turning movements and to meet ADA requirements. This should be discussed in the FEIS.

14. The applicant will be required to prepare a traffic management plan as the project progresses. The plan should be updated either annually or at major milestones in the development and should describe the impacts associated with parking, traffic, pedestrian and loading activities affecting this project. The plan should identify mitigative or parking problems on the surrounding streets within the area and mitigative measures should be presented to alleviate potential or identifiable problems. The plan should also describe, and the applicant should implement, the remedial measures presented in the report, if this is not already occurring, to mitigate impacts to parking and traffic. The report should also be supplemented with discussions with the appropriate City agency with regard to any concerns raised by other users of the surrounding streets.

15. Page 3-27, Project Costs - The DEIS states that construction costs for Phase One of the project will be approximately \$130 million. In addition to the construction costs, the FEIS should include estimated acquisition costs of the five parcels currently proposed for condemnation.

16. Pages 4-14 and 5-18, Visual Resources - The text of the FEIS should include approximate heights for the new and renovated structures.

17. Page 5-3, Historic Resources - The FEIS should disclose the age and architectural significance of the buildings to be demolished.

application will comply with established standards.

If the above information is provided under the "Project Details" section, as was suggested above, this section could reference the previous.

22. Wastewater

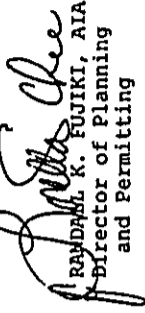
According to our Wastewater Branch the proposed project will increase the Outrigger complex by 234 hotel rooms and 45,960 square feet of retail space. The Waikiki Beach Walk area is serviced by three sewer lines to the Beachwalk Wastewater Pump Station (WMPs). See the attached map. The municipal sewer lines are at capacity and relief sewer lines are required to accommodate the anticipated increases in sewage flow.

A sewer easement is required for the maintenance of existing City sewer lines and laterals in Helumoa Road.

There are existing sewer lines in this portion of Lewers Street between Don Ho Lane and Helumoa Road. Access to these sewer lines are required.

If you have any questions, please contact Ardis Shaw-Kim of our Land Use Approvals Branch at 527-5349.

Sincerely yours,



RAYMOND K. FUJIKI, AIA
Director of Planning
and Permitting

RKF:st
Enclosures

cc: State Office of Environmental Quality Control

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18. Page 5-13 - Flooding - The FEIS should address compliance with the flood hazard requirements of the LUO. This discussion should address new structures and structures which will be renovated. Parking which occurs below the regulatory flood elevation and how this method of parking will comply with flood regulations.

19. Page 5-14 - Surface and Groundwater Resources - The FEIS should identify the basis for the "assumed" surface runoff of 20 inches per year.

20. Page 6-16 - 1. Special Provisions

The Special Provisions for the Primary Urban Center, Principles and Controls for Special Areas (Waikiki) state:

"Any additional high-density development shall be discouraged, unless accompanied by public amenities."

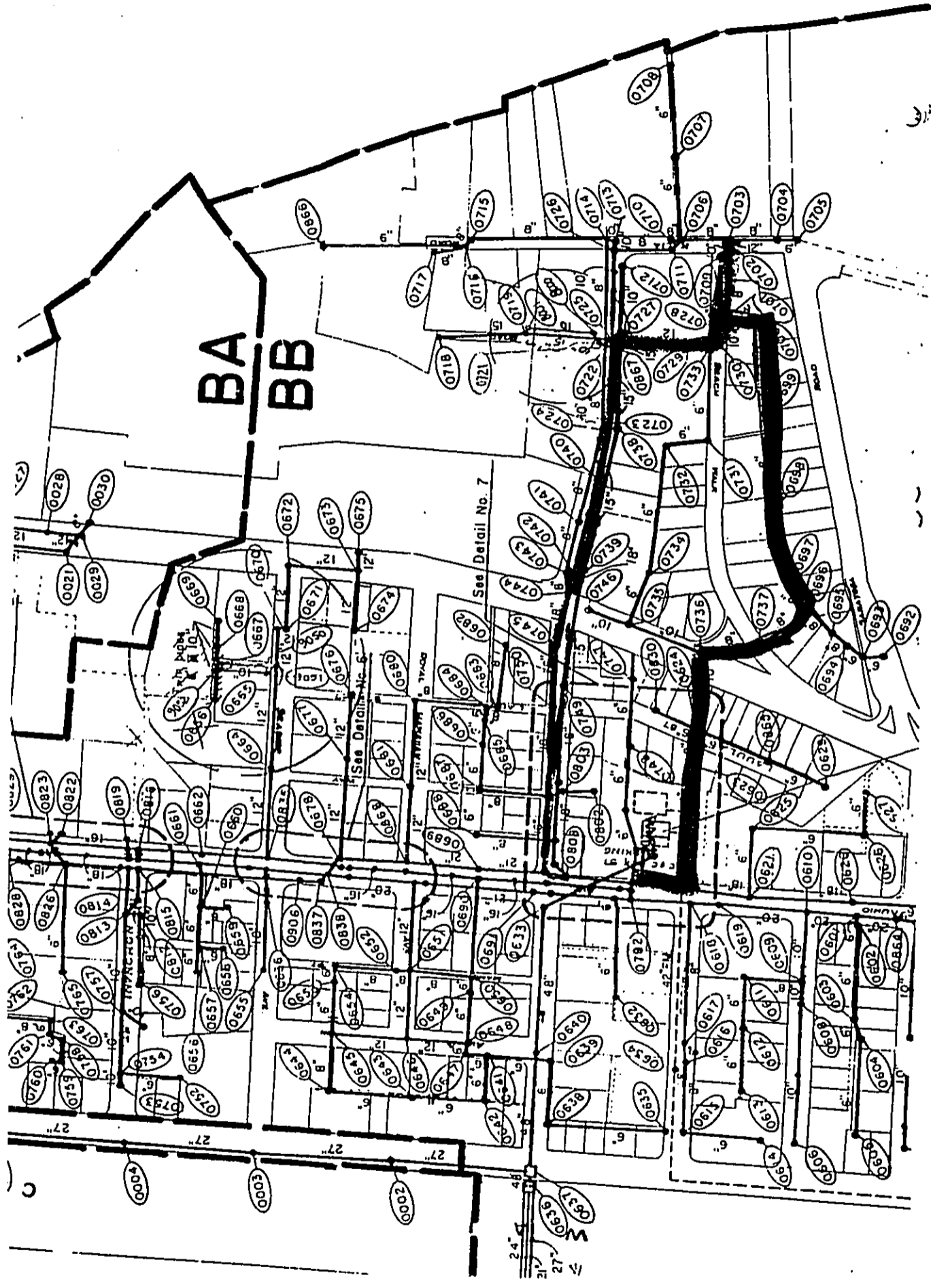
The DEIS notes the proposed Edgewater Plaza, the Hale Aloha Visitor Center and the Hawaiian Music Preservation Hall as "public spaces". The FEIS should explain how these components are to be managed and operated. Will the Visitor Center and Hall operate as commercial establishments that will impose an admission fee? Will public access easements be designated for the Plaza?

Page 5-16 of the DEIS states that the proposed Hawaiian Music Preservation Center will help mitigate cultural impacts by acknowledging and commemorating the legacy of Hawaiian music and dance. The FEIS should explain how this Center will function in this capacity.

21. Page 6-18 - City and County of Honolulu Land Use Ordinance (LUO)

The DEIS does not provide complete zoning district information for the project parcels, nor does it include an explanation of the PD-R process or requirements. More complete information on the foregoing is needed to assess the projects compliance with the LUO and other regulations.

The FEIS should indicate which LUO development standards will need to be modified to accommodate development of the project. The comparison of these standards to the proposed project which is provided in the preliminary Planned Develop - Resort Application should be presented in the FEIS. This will provide a clear indication of the degree that the



Letter to Mr. Randall Fujiki
January 18, 2002
Page 2 of 6

b. Conditional Use Permits - The discussion of the possible requirement of Conditional Use Permits (Section 8.3) has been added to the Unresolved Issues section (Section 1.6).

c. Public Parking Initiatives - The Final EIS has been revised to include a discussion of public parking initiatives currently being considered by the City Council. While Outrigger generally supports the concept of a Waikiki Parking District as proposed under Bill 72 (2001), the bill is currently undergoing substantial revision by the Council's Transportation Committee. As such, it is unclear at this time how the measure, if enacted, may affect the Waikiki Beach Walk project.

4. Alternatives, The No Action Alternative, which would maintain the existing properties in the best condition possible through a regular maintenance schedule, is the only viable alternative which: 1) does not include the closure of Helumoa Road; 2) does not utilize the PD-R option, and/or 3) excludes the five parcels identified for fee acquisition.

5. Site History, Site and Project Attributes. A map identifying TMK parcels has been added as Figure FEIS 1-a to Section 1. Table FEIS 2-a, indicating existing and proposed uses for each parcel, has been added to Section 2.2 of the Final EIS.

6. Open Space. Language such as "new open space", "open plaza", "new public plaza", and "public gathering space", all refer to the Edgewater Plaza, the large open area identified in floor plans (Figures 3-5) and exhibits (Figures 3-2, 3-3, 3-4). This space is also identified in the landscape master plans, which have been included in the FEIS as Figures FEIS 3-b and FEIS 3-c.

Table 3-4 has been updated to include the latest calculations of existing and proposed open space. Figures FEIS 3-d and FEIS 3-e have been added to the Final EIS to indicate the areas of existing and proposed open space contained in the calculations and text has been expanded to more fully explain the details of the proposed open space. Section 3.2.6, Modifications to WSD Site Development & Design Standards, has been added to the FEIS. A portion of this section specifically addresses the open space characteristics of this project. Together, the discussions in Sections 3.2.4 and 3.2.6 provide the information requested in your letter.

7. Project Details. Tables providing detailed lot and floor area calculations have been included in FEIS Appendix 1. Section 3.2.6, Modifications to WSD Site Development & Design Standards, has been added to the FEIS.

8. Roadways and Circulation - Helumoa. Section 3.2.5 of the FEIS has been expanded with further discussion of the proposed closure of a portion of Helumoa Road.

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January 18, 2002

Mr. Randall Fujiki, AIA, Director
City and County of Honolulu
Department of Planning and Permitting
650 S. King Street
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Fujiki:

Thank you for your letter of December 28, 2001 regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. The following are offered in response to your comments. All relevant modified pages of the Final EIS are attached to this letter.

1. Use of County Lands and Funds. Section 1.3 of the Final EIS has been revised to address the current status of negotiations with landowners.

2. Mitigation Measures.

a. Archaeological Mitigation Measures - Is referenced in the FEIS consolidated mitigation section.

b. Sewer Lines - The recommendation of a relief sewer line is included as a mitigation measure in the FEIS.

c. Traffic and Wind Mitigation Measures - The Traffic Study (Appendix K, page 39) has found that the proposed project would not have a significant impact at any of the intersections in the study area, therefore, it is not necessary to implement any mitigation measures. Potential wind mitigation measures, described in Section 5.2.10, have been added to Section 1.5 of the FEIS.

3. Unresolved Issues.

a. Fee Interest - The text of the FEIS has been revised to reflect the current status of fee ownership negotiations. Acquisition of fee interest in the remaining parcels has been included as an unresolved issue in Section 1.6. Section 7.1 has been revised to make clear that the No Action Alternative will occur if Outrigger does not acquire land ownership of the outstanding parcels.

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Employee parking for the existing conditions and proposed project is included in the analysis and accommodated in the parking and loading management plan. It is not anticipated at this time that the parking license would have specific language related to employee parking.

11. Roadways Conversions. Under the proposed alternative, no conversion is recommended for Levers Street or Kalia Road.

The proposed action does include the proposed conversion of a portion of Beach Walk. Discussion of this component has been expanded in Section 5.2.17.1 of the Final EIS.

12. Traffic Impact Analysis Report (TIAR). In response to your comment, Kaku Associates, Inc. conducted additional analysis of weekday versus Saturday evening peak hour traffic to compare the traffic flow in Waikiki for different days of the week. The response below is included as an addendum to the TIAR in the Final EIS.

The analysis was based on data obtained from the City and County of Honolulu Department of Transportation Services which included 24-hour machine traffic counts on Kalakaua Avenue west of Royal Hawaiian Avenue (Data collected over a three-week period in July and August 1998). The analysis indicates that the typical peak hour for weekdays occurs between 5:00 p.m. and 6:00 p.m. and between 4:00 p.m. and 6:00 p.m. on Saturdays. The analysis indicates that the peak hour volume on Kalakaua Avenue during an average weekday is about 1% higher than the peak hour volume on Saturdays. The weekday volumes for Wednesdays and Thursdays are about 2% higher than the Saturday volumes. The morning peak hour volumes are lower on weekdays.

A review of the trip generation characteristics for projects similar to the Waikiki Beach Walk indicates that the trip generation during the Saturday peak hour is 10 to 25% less than the trip generation during the weekday evening peak hour. Therefore, it is not necessary to conduct a Saturday traffic analysis for this project since the existing peak hour volumes within the study area are likely to be less than the weekday peak hour volumes used in the traffic analysis, and since the total trip generation for the project is expected to be significantly less on Saturdays than on weekdays.

All movements for all intersections, including the right-turn movement from Kalakaua Avenue to Levers Street were analyzed in the original traffic study. A table illustrating the level of service of individual turning movements have been added as an addendum to the TIAR, located in Appendix K of the FEIS.

13. Street Design. The results of the traffic impact analysis indicate that no significant impacts are anticipated as a result of the implementation of the

9. Parking License. Section 3.2.5 has been expanded to include the current information about the proposed parking license with Fort DeRussy.

10. Parking and Loading Management Plan.

10a. FEIS Section 4.7.1.4 discussion has been expanded with respect to peak demand periods. Further explanation is provided here.

Appendix L, Table 2, illustrates parking demand during various times throughout the week. The table does show the times of overall peak demand, which occurs on Sunday evening. That level of peak parking demand is almost reached on Friday and Wednesday evening. Other hours are shown in the table for comparison purposes. The table further shows fluctuations throughout the week in demand at the individual facilities.

The parking attendants at the Outrigger facilities now send people to other Outrigger facilities when one is full. In essence, they operate as a unit. Granted, the operation could be improved and street signage would help to let drivers know immediately which garage may have space. Nevertheless, the parking for the different facilities is considered individually and as a whole, so that all details about peak parking demand can be reviewed.

In summary, the Outrigger properties as a whole were not observed to have peak parking demand that exceeded the supply. The peaks shown are the peaks of the week, by specific site and for the project as a whole. Finally, some of the parking demand accommodated at the Outrigger sites now may not be related to Outrigger activities. The garages do accept general parking during non-peak times.

10b. An aggressive valet program, depicted on Figures 6 and 7 of the Parking and Loading Management Plan, describes operations where more valet attendants are at work and the garages are valet parked to their maximum capacity (while leaving sufficient room to jockey cars). The term "Aggressive Valet" is used by national parking management companies to describe this level of operations. This practice currently occurs at the Reef on the Beach on very busy nights. FEIS Section 5.2.17.2 has been expanded to further explain this term.

10c. Figure 5-11 has been revised to indicated the distance from the Fort DeRussy parking lot to the project entrance.

FEIS Section 1.6, Unresolved Issues, has been revised to list the possible requirement of a CUP for off-site parking.

Letter to Mr. Randall Fujiki
January 18, 2002
Page 6 of 6

Letter to Mr. Randall Fujiki
January 18, 2002
Page 5 of 6

20. **1. Special Provisions.** Sections 3.2.3 and 3.2.4 have been expanded to include further discussion of public amenities provided by the project. In addition, Section 3.2.6, Modifications to WSD Site Development & Design Standards, has been added to the FEIS.

Current plans call for the Preservation Hall to be managed by a non-profit entity. Programs and attractions are still in the formative stages and a business plan has not yet been developed. Food and beverage operations, entertainment fees, and other potential revenue sources are necessary considerations. The Hale Aloha Visitor Center will be open free to the public.

With respect to rules guiding the operation and use of Edgewater Plaza, details remain to be determined, and will be dependent upon the ultimate management structure established for the complex. The plaza is intended to be open to the public, therefore, designation of public access easements is not expected at this time.

21. **Land Use Ordinance.** Section 8.2 has been expanded to provide further details of the PD-R process and requirements. Section 3.2.6, Modifications to WSD Site Development & Design Standards, has been added to the FEIS.

22. **Wastewater.** Section 5.2.18 has been revised to state: 1) relief sewer lines are required, 2) a sewer easement is required for the maintenance of existing City sewer lines and laterals in Helumoa Road, and 3) access will be maintained to the sewer lines in Lewers Street between Don Ho Lane and Helumoa Road. Section 8.4 has been revised to include the requirement for a sewer easement for Helumoa Road.

Your comments and this response letter will be included in the Final EIS. We appreciate your participation in the environmental review process.

Sincerely,

GROUP 70 INTERNATIONAL, INC


Christine Ruotola, AICP
Associate

Group 70 International, Inc. • Architects • Planning • Interior Design • Building Design • Asset Management • Environmental Services
925 First Street, 5th Floor • Honolulu, Hawaii 96813-4307 • Ph: (808) 593-5866 • Fax: (808) 593-5814 • www.group70.com • mail: group70@group70.com

proposed project. Therefore, no additional roadway improvements are anticipated. However, the project will ensure that all curbs and property line radii that need to be re-constructed as part of the project implementation will be done in a manner that provides sufficient vehicular turning movements and meets ADA requirements.

14. **Traffic Management Plan.** As the project progresses, Outrigger will prepare a traffic management plan and will consult regularly with the appropriate City agencies.

15. **Project Costs.** Section 3.4 has been expanded in the FEIS to include estimated property acquisition costs.

"Assuming an estimated fair market value of \$350/sf, acquisition costs would amount to approximately \$11.4 million, excluding the value of improvements attributable to the respective landowners."

T.M.K Parcel	Owner	Area (sf)	@ \$350 psf
2-6-003-003	Allison (Crawford)	6,399	2,239,650
2-6-002-015 (por.)	Andrade Trust	9,019	3,156,650
2-6-003-008	Garrison	3,547	1,241,450
2-6-003-007	Johnson et al.	3,546	1,241,100
2-6-003-039	Jabron Mango	9,954	3,483,900
	Total	32,465	11,362,750

16. **Building Heights.** Section 5.2.9 has been revised to reference Table 4-1 which indicates heights of renovated structures and the new Saratoga Tower, and to state the anticipated height of the retail promenade.

17. **Historic Resources.** Section 5.1.2.2 has been expanded to include the ages of existing buildings to be demolished.

18. **Flooding.** Section 5.2.2.3 has been expanded to address LUO flood hazard requirements. The final designs of the Waikiki Beach Walk project will comply with all LUO flood hazard requirements to include measures to flood proof the parking level at -4' elevation, as required.

19. **Surface and Groundwater Resources.** Section 5.2.3 has been edited to include the basis for the 20" annual runoff assumption.

"The assumed 20 inches of rainfall is equivalent to 80 percent of the annual rainfall experienced in the area (25 inches per year). The remaining 20 percent would be lost to direct evaporation generally and percolation in the landscaped areas of the project site."

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DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
 PACIFIC PARK PLAZA • 711 KAPOLANI BOULEVARD SUITE 1100 • HONOLULU, HAWAII 96813
 TELEPHONE: (808) 523-4529 • FAX: (808) 523-4730 • INTERNET: www.ci.honolulu.hi.us



JEREMY HARRIS
 DIRECTOR

CHERYL D. SOON
 DIRECTOR
 GEORGE T. EDWARDS
 DEPUTY DIRECTOR

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Randall K. Fujiki
 December 24, 2001
 Page 2

DEC 24 PM 4:02

DEC 24 PM 4:02

December 24, 2001

TPD12/01-04943

MEMORANDUM

TO: RANDALL K. FUJIKI, DIRECTOR
 DEPARTMENT OF PLANNING AND PERMITTING

ATTN: ARDIS SHAW-KIM

FROM: CHERYL D. SOON, DIRECTOR

SUBJECT: WAIKIKI BEACH WALK

RECEIVED
 DEC 24 PM 4:02
 DEPARTMENT OF PLANNING AND PERMITTING
 CITY AND COUNTY OF HONOLULU

In response to the November 6, 2001 letter from Group 70 International, Inc., the draft environmental impact statement (DEIS) for the subject project was reviewed. The following comments are the result of this review:

1. The subject project proposes to change Beach Walk from one-way to two-way operation in the middle of the block. To avoid the confusion to the drivers, we recommend a careful design treatment to alert the mauka bound traffic of the direction change. Also, the figures in the DEIS show the mauka crosswalk on Beach Walk as being located in a driveway.
2. The closing of Lewers Street may cause some impacts in the traffic circulation in the area, however, the proposal plan would encourage and support the pedestrian and transit use. We do recommend that the signalization and other design treatments be considered to reduce or eliminate the number of pedestrian/vehicular movements wherever applicable.
3. The subject project proposes to provide fewer off-street loading spaces than required by the Land Use Ordinance (LUO). We recommend that the project include the number of off-street loading spaces required by the LUO.

4. The subject project should designate a sufficient number of off-street hour bus, taxi, etc. loading, unloading, and staging areas at selected locations. Off-street, drive-through passenger loading zones accessible to TheHandi-Van vehicles or similar paratransit vehicles are also recommended.
5. The Americans with Disabilities Act (ADA) accessibility requirements must be met or exceeded by the subject project. Should a bus/trolley stop be affected or relocated, current ADA requirements must be considered. The "bus bulb" concept should be considered where feasible instead of a typical "bus bay" to allow faster boarding/alighting, to provide more room for pedestrian sidewalk and to maximize on-street parking. The submittals/deliverables for the bus/trolley stops should be routed to this department for review and approval.

6. The following changes should be made to Section 4.7.1.3 Public Transit Service:
 - The statement is made that "13 transit lines" serve the study area. This should be revised to read, "13 bus routes."
 - The description for Route 201 should be updated to state that this route extends from the Ewa area to the Waikiki area. Route 202 extends from the Waipahu area. The appropriate change should also be made in Appendix K, Traffic Study for the Waikiki Beach Walk EIS.
 - The ADA paratransit service, TheHandi-Van, serves the study area and should also be discussed.
 - The Waikiki-Kaimuki-Kapahulu Trolley Service is under the purview of this department, with E Noa Tours as the operational contractor. A discussion of this service should be included in this section.
7. The current Livable Waikiki project should be discussed in Section 4.8.3 Ongoing Changes in Waikiki.
8. As related to Page 5-44 of the DEIS, the City's Primary Corridor Transportation Project (PCTP) could be affected by the subject project. The PCTP includes the Bus Rapid Transit (BRT) alignment on Kalua Road and Saratoga Road and the Kalua Road/Saratoga Road intersection would be reconfigured based on the curbside BRT transit lanes. Therefore, continuing close coordination of the two projects will be very important.
9. In regards to the statements in the DEIS related to the BRT in the Unresolved Issues in the DEIS, the City is committed to implement the BRT on the proposed alignment through Waikiki. Therefore, the issues not resolved are the

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Randall K. Fujiki
December 24, 2001
Page 3

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DEPARTMENT OF PLANNING
CITY OF HONOLULU

configurations of the BRT lanes and the station-stop locations and design. The term "unfinalized BRT" should be corrected to clarify the City's commitment to the BRT project.

- 10. DEIS should include a brief discussion of the possible realignment of Kalua Road to farther mauka of Saratoga Road.

Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation Planning Division at Local 6976.

cc: Ms. Christine Ruotola, AICP
Group 70 International, Inc.

Ceryl D. Soon
CHERYL D. SOON



- Fred S. Oka, Arch. D., AA, ACP
- Norman G. Wong, AA
- Sheryl B. Szwed, AA, ASD
- Helen M. Lee, AA
- Ray H. Hsu, AA, CSI
- James I. Hsu, AA, ACP
- Regis E. Borst, ACP
- Stephanie M. Lee, AA
- Lucia C. Jia, AA
- George I. Aili, ACP
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- Wendy Lee Cook, AA, CSI
- Philip T. Curcio
- Suzanne Mann
- Jeremy C. Hill, AA
- Ray A. Irvine, AA, CSI
- Suzanne M. Lee, AA
- Charles Y. Kuroki, AA
- Debra M. Marmora
- Paul B. McGee
- Eric S. Namura
- Lynette A. Neri
- Joseph H. Overton, ACP
- Christine M. Ruzick, ACP
- Norman J. Scott
- Scott S. Sorenson
- Suzanne Wong Williams, AA

January 18, 2002

Ms. Cheryl D. Soon, Director
City and County of Honolulu
Department of Transportation Services
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Ms. Soon:

Thank you for your letter of December 24, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. The following are offered in response to your comments. All relevant modified pages of the Final EIS are attached to this letter.

- 1. The proposed action does include the proposed conversion of a portion of Beach Walk. Discussion of this component has been expanded in Section 5.2.17.1 of the FEIS.

"The roadway improvements will be designed carefully so that they do not create any confusion or safety problems for the motorists. Access to the mauka-bound portion of Beach Walk is limited to use by the hotel valets, and they would only have access via the hotel porte cochere driveway. All signs from the driveway would direct the general public to travel makai-bound on Beach Walk as currently required."

The figures in the DEIS illustrate the mauka crosswalk on Beach Walk connects the Ewa sidewalk to a walkway on the Diamond Head side of the road which leads to the lobby and curbside drop-off areas.

- 2. The closure of Lewers Street is currently an alternative option that is not part of the existing plans for this project. If this option is pursued in the future, however, additional input and analysis will be required, including the need for heightened pedestrian/vehicular control measures.

- 3. A total of 16 full-time and 16 part-time off-street loading spaces will be provided, giving a total of 32 spaces to meet peak demand. All told, completion of this project will increase by four times (from 4 to 16) the number of permanent or full-time off-street loading spaces, and by eight times (from 4 to 32) the number of both full-time and part-time off-street spaces, that will serve this area.

Ms. Cheryl D. Soon
January 18, 2002
Page 3

8. Outrigger agrees with the need for continued, close coordination between the two projects, particularly at its interface at Kalia and Saratoga Roads.

9. Sections 1.6 and 5.5 in the FEIS have been edited to reflect that regarding the BRT; the unresolved issues are the configurations of the BRT lanes and the station locations and design, and not the City's commitment to implement the BRT project.

10. The proposed realignment of Kalia Road would improve overall traffic conditions in the area for both the Outrigger Hotel and its project, and for the BRT. It would allow the BRT alignment to avoid the existing Kalia Road/Saratoga Road intersection and will create a new intersection that would avoid the current operational problems and provide a more direct route for the BRT to intersect with Kalākaua Avenue.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola, AICP
Associate

Group 70 International, Inc. • Architecture • Planning • Interior Design • Building Design • Assets Management • Environmental Services
925 First Street, 5th Floor • Honolulu, Hawaii 96813 • Tel: (808) 593-5866 • Fax: (808) 523-5874 • www.group70.com • mail@group70.com

Ms. Cheryl D. Soon
January 18, 2002
Page 2

Under the provisions of the City and County Land Use Ordinance, as a standard development, the proposed project would be required to provide 30 off-street loading spaces. However, an analysis by TDA, Inc. of actual anticipated demand indicates that, with proper management, most demand for off-street loading and unloading can be met with fewer spaces. During rare, very high peak demand times, more off-street loading spaces (32) than required under LÜO standards (30) will be provided.

Limiting the number of permanent or full-time loading spaces (i.e., the extent of the areas devoted exclusively to loading purposes) to what is required to meet demand will be a key factor in revitalizing the area. Limiting the area solely devoted to off-street loading will be vital to the success of efforts to maximize the size and design quality of public spaces, as well as to the overall pedestrian experience to be offered by the project.

4. To accommodate taxis, limos, valet services and buses, the project off-street loading supply exceeds demand. The project includes new porte cocheres to accommodate these activities.

5. The new lobbies for the Waikiki Village and Waikiki Towers hotels (Phase 1) and the Saratoga Hotel (Phase 2) will have porte-cocheres along Beach Walk and Saratoga Road, respectively. There will also be a separate off-street bus staging facility along Beach Walk, behind the Saratoga Hotel. These three new facilities could accommodate 20 or more vehicles at one time. Throughout the design of these facilities, current ADA requirements will be met.

Additionally, if any existing bus/trolley stops that are affected or need to be relocated, current ADA requirements will be met. All necessary submittals of changes to these bus/trolley stops will be provided to the City Department of Transportation Services for its review and approval.

6. The following changes have been made to Section 4.7.1.3 Public Transit Service:

- a) The revision has been made in the FEIS.
- b) The description of Route 201 has been updated.
- c) A discussion of the Handi-Van service is included in the FEIS.
- d) A discussion of the Waikiki-Kaimuki-Kapahulu Trolley Service is included in the FEIS.

7. A discussion of the Livable Waikiki project is included in the FEIS in Section 4.8.3.

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FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
3375 KONAIA STREET, SUITE 4425 • HONOLULU, HAWAII 96819-1843
TELEPHONE: (808) 831-7761 • FAX: (808) 831-7750 • INTERNET: WWW.CC.HONOLULU.HI



RECEIVED
DEC 5 2001

GROUP 70

November 28, 2001

TO: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

ATTENTION: ARDIS SHAW-KIM

FROM: ATTILIO K. LEONARDI, FIRE CHIEF

SUBJECT: WAIKIKI BEACH WALK
DRAFT ENVIRONMENTAL IMPACT STATEMENT
TAX MAP KEYS: 2-6-002: 015, 016; 2-6-003: 001,
002, 003, 004, 006, 007, 008, 009, 010, 011, 012, 021,
032, 034, 035, 039, 052, 056 (POR.), 057; 2-6-004: 010

We received a letter from Christine Ruotola of Group 70 International, Inc., dated November 6, 2001, requesting our comments on 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.

Randall K. Fujiki, AIA, Director
Page 2
November 28, 2001

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.

ATTILIO K. LEONARDI
Fire Chief

AKLSK:jo

cc: Christine Ruotola, AICP, Group 70 International, Inc.

ATTILIO K. LEONARDI
FIRE CHIEF
3375 KONAIA STREET
SUITE 4425



FRANCES OSA
Arch D, AA, ACP
Norman GY Hong, AA
Sheryl B Semmes, AA, ASD
Maggie Hock, AA
Roy H Hock, AA, CS
James I Hinchman, AA
Ralph E Portmore, ACP
Stephen H Yuen, AA
Linda C Ahn, AA

George I Ahl, ACP
Paul P Chorney, AA
Wendy Lee Cook, AA, CSI
Philip T Ciccia
Susan Helm
Jeremy C Hill, AA
Roy A Inoué, AA, CS
Susan M Jow, AA
Charles Y Katschke, AA
Dean H Kaurha
Frank B McGuire
Frank E Halmstad
Kathryn A Nam
Jeffrey H Overton, ACP
Christine M Ruotola, AICP
Norma J Scott
Scott Ingerson
Sharon Ong Williams, AA

January 18, 2002

Mr. Lee D. Donohue, Chief Of Police
City and County of Honolulu
Police Department
801 South Beretania Street
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Donohue:

Thank you for your letter of December 5, 2001 to the City and County Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. We acknowledge your statement that you do not have any further comment to offer at this time regarding the project beyond what was presented in your letter of August 1, 2001.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola

Christine Ruotola, AICP
Associate



FRANCES OSA
Arch D, AA, ACP
Norman GY Hong, AA
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Christine M Ruotola, AICP
Norma J Scott
Scott Ingerson
Sharon Ong Williams, AA

January 18, 2002

Mr. Lee D. Donohue, Chief Of Police
City and County of Honolulu
Police Department
801 South Beretania Street
Honolulu, HI 96813

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Donohue:

Thank you for your letter of December 5, 2001 to the City and County Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. We acknowledge your statement that you do not have any further comment to offer at this time regarding the project beyond what was presented in your letter of August 1, 2001.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola

Christine Ruotola, AICP
Associate

January 18, 2002

Mr. Attilio K. Leonard, Fire Chief
City and County of Honolulu
Fire Department
3375 Kospaka Street Suite H425
Honolulu, HI 96819-1869

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Leonard:

Thank you for your letter of November 28, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. The following are offered in response to your comments.

1. The private portion of the water system serving the proposed project, including all metered appurtenances will be designed to meet Board of Water Supply standards for hydrant spacing and fire flow.
2. All first floor improvements will be within 150 feet of existing public streets that are accessible for fire department vehicles.
3. Upon completion of the detailed design phases of the project, civil drawings will be submitted to the department for review and approval.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola
Christine Ruotola, AICP
Associate

CITY AND COUNTY OF HONOLULU POLICE DEPARTMENT

CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET HONOLULU, HAWAII 96813 - AREA CODE (808) 829-3111



JEREMY HARRIS MAYOR

LEE D. DONOHUE CHIEF MICHAEL CARVALHO DEPUTY CHIEF

OUR REFERENCE CS-KP

December 5, 2001

RECEIVED DEC 7 2001

TO: RANDALL K. FUJIKI, AIA, DIRECTOR DEPARTMENT OF PLANNING AND PERMITTING

ATTENTION: ARDIS SHAW-KIM

FROM: LEE D. DONOHUE, CHIEF OF POLICE HONOLULU POLICE DEPARTMENT

SUBJECT: WAIKIKI BEACH WALK DRAFT ENVIRONMENTAL IMPACT STATEMENT 2-6-002: 015, 016; 2-6-003: 001, 002, 003, 004, 006, 007, 008, 009, 010, 011, 012, 021, 032, 034, 035, 039, 052, 056 (POR.), 057; AND 2-6-004: 010

Thank you for the opportunity to review and comment on the Waikiki Beach Walk Draft Environmental Impact Statement (EIS).

We have stated our concerns in response to the EIS Notice of Preparation and have no further comment to offer at this time.

If there are any questions, please call Ms. Carol Sodehani of the Support Services Bureau at 529-3658.

LEE D. DONOHUE Chief of Police

BY Eugene Uemura Assistant Chief of Police Support Services Bureau

cc: Ms. Christine Ruotola, AICP Group 70 International, Inc.

Serving and Protecting with Aloha

November 6, 2001

Subject: Waikiki Beach Walk Draft Environmental Impact Statement

2-6-002: 015, 016 2-6-003: 001, 002, 003, 004, 006, 007, 008, 009, 010, 011, 012, 021, 032, 034, 035, 039, 052, 056 (por.), 057 2-6-004: 010

Dear Participant:

Enclosed for your review is the Waikiki Beach Walk Draft Environmental Impact Statement (EIS). The forty-five (45) day public comment period for the enclosed Draft EIS begins on November 8, 2001 and ends on December 24, 2001. Please submit written comments to:

APPROVING AGENCY:

City and County of Honolulu Department of Planning and Permitting 650 South King Street - 7th Floor Honolulu, HI 96813 Attn: Ms. Ardis Shaw-Kim

AND COPY TO APPLICANT'S CONSULTANT:

Group 70 International, Inc. 925 Bethel Street, 5th Floor Honolulu, HI 96813-4307 Attn: Ms. Christine Ruotola, AICP

Thank you for your participation in the environmental review process for this project.

Sincerely,

GROUP 70 INTERNATIONAL, INC.

Christine Ruotola, AICP Associate

- Francis Oka, AIA, ACP; Ardis Shaw-Kim, AIA, ACP; Norman G. Hays, AIA; Sheryl B. Sargent, AIA, ASO; Heather Hale, AIA; Roy H. King, AIA, CS; James I. Nakamoto, AIA; Lynn E. Portnoy, ACP; Stephen H. Nye, AIA; Linda C. Hall, AIA; George I. Aoki, ACP; Paul P. O'Brien, AIA; Wendy Lee Cook, AIA, CIT; Philip T. Garcia; Susan Yldefon; Jeremy C. Hsu, AIA; Roy A. Inoué, AIA, CS; Saethal J. Joo, AIA; Charles Y. Kuroki, AIA; Dean H. Kuznetsov; Frank B. Jackson; Ryan K. Nakamoto; Kathryn A. Neri; Jeffrey H. Overton, ACP; Christine M. Ruotola, AICP; Norma J. Scott; Scott Singson; Sharon Cheng Williams, AIA

Donald A. Bremner
348 Dune Circle, Kailua, Hawaii 96734
Tel: 261-2494

Ms. Christine Ruotola, AICP
Group 70 International
925 Bethel Street 5th Floor
Honolulu, Hawaii 96813

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DEC 6 2001
GROUP 70

December 5, 2001

Re: Comments on Draft EIS -- Waikiki Beach Walk

Dear Ms. Ruotola:

As a former Chairman of the State's Environmental Quality Commission who helped formulate the environmental assessment and impact statement regulations, I was disappointed by the absence of important information needed to adequately describe the project in this DEIS. Underneath the cosmetics, it is very difficult to discover the exact nature, size, and characteristics of this project. Without detailed information the public cannot fully comprehend, and make judgements on, the impacts of a project. In this case, for instance, one cannot find any project description in terms of floor area, existing or proposed; building density, floor area ratios, population densities, setbacks, yards, open space locations and descriptions, treatment of non-conforming uses or landscaping. These are all relevant aspects of the proposal as indicated by the August 14, 2001 request by the Department of Planning and Permitting that such items be included in the DEIS.

Even the basic question of water supply is left open with a statement that the availability of water will be confirmed by BWS at the time of the Building Permit (p-5-57). This deferral of water availability is not even posed as an "Unresolved Issue" in that section of the document. Such an approach not only keeps the public in the dark, but decidedly conflicts with the intent of environmental laws to address such issues, "at the earliest practicable time." It is also contrary to City's General Plan policy requiring the "coordination of the location and timing of new development with the availability of adequate water supply,....etc, and to, "Plan the construction of new developments so that they do not require more regional support services than are available." The City Council must also know how much, and under what circumstances, water is available before they can approve the conceptual PD-R project proposal. It is not something that can, or should, be left to the Building Inspector. By any measure, the statement deferring the disclosure of water availability is unacceptable.

There are other "missing links," descriptive gaps and questionable information in this document as discussed below. After analyzing the tangible data that is provided, and making judgements in the absence of other data, it is difficult to comprehend just what attributes the project possesses that would "significantly improve the urban condition of the area," as the DEIS claims it will do. Some specifics are provided below to support this concern.

Some Specifics:

1. Project Area? It is unclear just what area (and real property) is actually included in this project. In Figure 3-1 & 3-5, the "Islander" hotel and the bulk of the "Reef" hotel property are not shown as being within the Phase I or Phase II boundaries of the project. Except for a new Ponte Cochere on the Reef hotel, there are no improvements disclosed for these properties yet they are included in tabulations supposedly describing the redevelopment project. These properties are seemingly 2.64 acres in size. Does the stated 7.9 acre project area include them or is the project area really 5.26 acres or is it 10.54 acres? Does the tabulation of ground area, hotel rooms, retail and open space need to be adjusted accordingly?
2. Project Description: The document dwells on changes in hotel rooms under the project. It would be more descriptive to deal in floor area since floor area is a common denominator for all uses. How much floor area exists in each land use category? How much is being retained? How much is being demolished and how much is being added? By dealing in floor area, building and population densities can be disclosed (The document is now silent on these matters). Data gleaned from other sources (since it does not appear in the DEIS), indicates that the project proposes to add a considerable amount of net floor area to this already crowded area. If this is so, it should be straightforwardly disclosed and its proposed location, amount and use described.
3. Open Space: The document is quite deficient in adequately describing the project's open space characteristics. Without these details it is difficult to support the document's contention that the project will seize the "unique opportunity" to remedy the "congested" and "crowded" nature of the area and to make it "pedestrian friendly." There is only one overall and unsupported tabulation of existing and proposed open space (Table 3-4). Where is the existing open space located? What type of open space is it? What elements comprise the new open space? How big are they? Present regulations require that 50% of the project area be left in open space with reductions possible for beneficial public spaces. This would mean that the project should start by providing a maximum of 3.95 acres of open space. That would require 2.24 acres of new open space. But the project proposes to provide only 0.1 acre (4,770 square feet) of new open space. How this project, touted to be of great public benefit, can even comply with the LUO requirements, let alone provide a great public benefit with a meager 4,770 square feet of new open space in a 7.9 acre area, is not addressed in the document. The same consternation arises when it is discovered that the project proposes to reduce open space (by 7,703 square feet, 0.18 acres) where it proposes to put a hotel that will have the highest floor area to lot area ratio in all of Waikiki. A more expansive discussion is needed to properly describe the project's open space

7. Density: The DEIS fails to disclose any data on existing or proposed building density. Even the "Population and Employment" section (Sec. 5.2.1) contains no discussion of population density for Waikiki or the project. Consequently, the document is devoid of any discussion on the physical and social impacts of population density (A full discussion of population impacts, primary and secondary is an EIS content requirement). This deficiency is a critical one in light of the ruinous impacts that high levels of population density can have on resort areas. The deleterious effect of overcrowding resorts is now well recognized around the world and has caused the World Tourism Organization to call for "sustainable" tourism growth, not unlimited growth. The WTO and the Spanish government learned this lesson the hard way when overcrowding ruined the attractiveness of Mallorca and its tourism economy suffered accordingly. Mallorca was forced to try to remedy the problem by buying hotels and demolishing them to create open space and reduce density. The Mallorca experience showed the world that it is vastly smarter, less disruptive and time-consuming and less costly to "prevent" overcrowding rather than try to remedy it after the fact. Hawaii too, acknowledges this onerous threat with its requirement to develop a "carrying capacity" determinations on how many tourists the state can comfortably handle (Chap. 225M, HRS). The City & County has also moved to prevent the overcrowding of Waikiki with its General Plan policy that "prohibits" increases in density in Waikiki (Objective B - To Maintain the Viability of Oahu's Visitor Industry, Policy 4). The project contravenes this policy so its not surprising that it is not discussed in the DEIS.

Sec. 4.8.1 does provides a de facto daily population figure for Waikiki of 95,290, a figure that does not include any Waikiki employees. Just using this base level translates into a population density of 136,128 people/square mile or 200 p/acre. Even without employees included, the density is equivalent to that found in Jakarta, Indonesia and Bombay, India. If a proper complement of employees is added, Waikiki's population density rises to 156,128 p/square mile or 243 p/acre. For perspective, it can be compared to the 193 p/acre and 180 p/acre found on daily workdays in Manhattan, N. Y. and Shinjuku-ku, Tokyo respectively. For further perspective, the residential population density of urban Honolulu is 6.7 p/acre and Oahu's is 2.5 p/acre.

The existing population density of the project area (assuming 80% room occupancy) is around 850 p/acre. This level is 3.5 times the Waikiki average and 2.9 times that found in the densest section of central Tokyo (The Ginza). The project proposes to increase this density by 10% to 942 p/acre, 3.8 times the Waikiki average and 3.2 times higher than that of the Ginza area in central Tokyo. The project proposes to erect a new hotel at Saratoga and Kalai Rds. which seemingly would have a ratio of floor area to lot area (FAR) of about 12, the highest FAR in Waikiki and about twice as high as the dense FAR's allowed in the 1960's (FAR's that were repealed in 1975). Levels of this magnitude contribute to overcrowding and create an atmosphere of

characteristics if the claim that this project will "improve urban conditions" in the area is to be supported. The "open space" data presented paints a different picture, i.e., that of propagating a lack of meaningful open space and continuing the congested, crowded atmosphere produced presently by its absence. What really is needed is much more open space in the project itself.

4. Tsunami: Approximately 50% of the project area is within the Tsunami inundation zone yet there are no design features which would mitigate the dangers of such a threat and protect people in the area.

5. Parking: Disclosures on parking supply and requirements are puzzling. The DEIS dwells on the use of valet parking without explaining when, where and under what circumstances such parking would occur. It even invents a new term "Aggressive Valet Parking" which appears to be a euphemism for trying to reduce the required number of parking spaces for the project. All in all, the DEIS poses a less than clear approach to required parking needs. What is clear however, is that Outrigger Hotels does not presently have the required amount of parking spaces. The deficiency amounts to 28%. Despite the "unique opportunity" the DEIS says this project poses, the project evidently does not propose to come up to code and provide the required amount of parking. Instead a deficiency in parking supply, ranging from 8% to 24% depending on how much valet parking is approved, remains in the proposed project despite the addition of new floor area increasing both client and employee parking demand. As stated in the LUO, required parking standards are merely "minimum" requirements. In Waikiki they are even lower than other areas (hotels in some other areas of Honolulu are required to have 3 times more parking than those in Waikiki). Allowing a proposal of this magnitude to go forward without providing the minimum parking requirements would be irresponsible and serve to build "blighting" conditions into a newly redeveloped area. Such an approach can hardly be categorized as "progressive." Also the DEIS fails to explain how Ft. Denussy parking can be used when the PD-R qualifications of the City's Land Use Ordinance require that the project area be in a single ownership.

6. Loading: Outrigger also wants to undercut the provision of off-street loading. It proposes to provide only 53% of the off-street loading requirements. Off-street loading requirements were designed to get delivery and service trucks off the street to keep them from blocking public thoroughfares and causing congestion and inconvenience to the general public. They are necessary to perform this function, particularly in a small, crowded and dense area like the project area. Together with the desire to provide less than minimum parking, undercutting off-street loading spaces belies the purported intent of the project to "improve urban conditions" in the area. Purposefully blighting a newly redeveloped area with environmental deficiencies is regressive and should not be acceptable as a public policy.

congestion, inconvenience, discomfort and stress (See comments of interviewees in the Social Impact Analysis, Appendix M referring to a "concrete jungle" and the environmental pollution of high concentrations of people). These conditions certainly are not consonant with a relaxed tropical resort (nor the traditional appeal of Hawaii) where one goes to "get away from it all." It takes a great stretch of one's imagination to class them as "distinctly Hawaiian" as the DEIS says the project will be. These levels of population density and their social (and eventual economic) impacts require serious analysis as do their relationships to public policies that supposedly protect Waikiki from overcrowding. At present, the DEIS' silence on these critical matters is an unacceptable deficiency.

8. Traffic: The traffic data raises many questions. On the whole, it is difficult to believe that the development of a hotel, 1/2 the size of the Sheraton Waikiki, at Saratoga and Kalia coupled with the concentration of 250 parking spaces at Fort Derussy will not impact traffic significantly. A traffic increase of 22% on Kalia Rd. from the project, the potential traffic from the Waikikian project at Hilton Hawaiian Village (HHV) and the ambient increase to 2010 should qualify as a "significant" impact at the Ala Moana/Kalia intersection. This belief is bolstered by the data in the traffic study. First, the Levels of Service (LOS) at Kalia and Saratoga Rd. are reduced by the project (the am peak from A to B and the pm peak from C to D (the lowest minimum satisfactory operating level). Second, the LOS at Kalia and Ala Moana Boulevard, now reportedly operating at a D level, would become congested by the 22% increase seen in 2010. It is important to note a large discrepancy here between the traffic analysis reported in the Waikikian DEIS and this one. The Waikikian DEIS reports that the Ala Moana/Kalia intersection is presently operating at an E LOS (i.e., unsatisfactory) with a 77% volume/capacity ratio and a vehicle delay of 55.3 seconds during the pm peak. The Beachwalk DEIS says the intersection is operating at a D LOS with a v/c ratio of 64% and a vehicle delay of 43 seconds during the pm peak. The Waikikian DEIS projects a 25% traffic volume increase on Kalia Rd. by 2005. The Beachwalk DEIS projects only a 12% increase by 2005. In all of the scenarios projected by the Waikikian the pm LOS at Ala Moana/Kalia never gets above an E level. In none of the scenarios projected by the Beachwalk analysis, does the pm LOS at Ala Moana/Kalia ever get below a D LOS even though it supposedly takes the Waikikian project into account. Also, the Waikikian study projects a level of traffic on Kalia Rd. (pm peak) in 2005 without the Beachwalk redevelopment that the Beachwalk study doesn't forecast until 2010 with the Beachwalk redevelopment. These discrepancies in two major traffic analyses conducted at the same time and in the same area, need to be reconciled so the correct traffic data can be disclosed. Credibility is also strained by a projected 10% reduction in pm peak traffic at Kalia/Saratoga (See Fig. 5-9 & 4-9) after the massive hotel in the Beachwalk project is built. This reduction occurs even though 80% of project traffic is distributed in the ewa direction either on Kalakaua or Kalia and despite a 13% increase from the

Beachwalk project. How does the project traffic get to Ala Moana/Kalia if it doesn't go through the Saratoga/Kalia intersection? Some further analysis is necessary and neither DEIS should be accepted until it is determined which traffic analysis is correct.

9. Project is Contrary to Plans and Public Policy: This project is contrary to the goals and objectives of public policy expressed in official plans. The City's General Plan "prohibits" increases in density (Policy 4, Objective B, Economic Activity) to prevent the overcrowding of Waikiki and maintain the viability of Oahu's visitor industry. The DEIS fails to mention this policy. Contrary to this policy, the project proposes to increase density levels, already undesirably high, to levels which threaten Waikiki's health. How can an attractive atmosphere of a tropical resort be sustained in Waikiki under such circumstances? Such densities also degrade the quality of the visitor experience instead of improving it as called for by the Hawaii State Plan and the City's General Plan (Policy 2, Objective B, Economic Activity). Where are the public amenities such as open space that might offset the high density urban ambience as called for by Objective (i) of the Waikiki Special District? The project proposes to add a miniscule 0.1 acre of open space in this already crowded area while reducing open space in the vicinity of its large and dense new hotel by 0.18 acres. By any measure, this is hardly sufficient to offset any part of the extreme densities proposed by the project. The project also proposes to undercut the minimum number of required parking and off-street loading spaces. How can a project which lacks such basic support facilities and open space amenity be consonant with the State's Tourism Functional Plan which calls for "...well-designed visitor facilities... which are sensitive to the environment... and adequately served by infrastructure and support services.?" Objective I). Various plans call for the preservation and enhancement of significant view planes. However, the project proposes to build a large hotel with uninterrupted facades that are some 260' wide and 368' high on the makai end of Saratoga Rd. blocking the view plane of Diamond Head from Kalia Rd. and the ewa portion of Kalakaua Ave. About half of the project area is in the Tsunami inundation zone but there are no design features in this hotel, or in the other structures proposed for redevelopment to provide protection from Tsunamis. Policy 2, Objective B, Public Safety, of the City general Plan requires that the structures be located and constructed so as to avoid a safety or health hazard. Policies of the Waikiki Special District (LUO) call for the creation of an "Hawaiian sense of place" and the DEIS says the project will be "distinctly Hawaiian." High density and hi-rise buildings are not generally known as Hawaiian attributes. As described, they are more attributable to major city centers like Tokyo and Manhattan, N. Y.

Many similar concerns are raised by interviewees in the Social Impact Analysis (part of the Technical Appendices), i.e., Waikiki is a "concrete jungle"; views are blocked by buildings that are too big; a high concentration of people produces environmental pollution; need lower buildings and lower

densities; traffic congestion and street blockage is a problem (Sec. 4.2.4.3, Appendix M). However, these views are not disclosed or discussed in the main body of the DEIS under the heading of "Social Impacts" or "Mitigation Measures." At the very least, they should be in the main body of the DEIS where the City Council can see them because they incisively focus on the endemic problems with this project.

10. Carrying Capacity Concerns: No reference is made to HRS, 225 M which embraces the concept of "carrying capacity" to prevent overcrowding and to preserve a healthy environment. It calls for studies to determine the maximum number of visitors that can be comfortably accommodated within the site and its various visitor areas. The project's relationship to this statute should be addressed.

11. Conformance to the LUO: The document fails to show how the project would conform to the LUO standards. We are told that the project will not conform to the regular minimum parking and loading requirements and it appears that it will require a major variance of the open space requirements even though it proposes extremely high building and population densities. How the project conforms with the LUO should be clearly discussed.

Very truly yours,


Donald A. Bremner

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January 18, 2002

Mr. Donald A. Bremner
348 Dune Circle
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Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Bremner:

Thank you for your letter of December 5, 2001 regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. The following is offered in response to your comments. All relevant modified pages of the Final EIS are attached to this letter.

1. Project Area

Figures 3-1 and 3-5 are drawn to highlight the areas of concentrated development for Phases 1 and 2. Reef on the Beach and Islander Waikiki Hotels are included in the project area as improvements are planned for both properties. During Phase 1 a pedestrian bridge will be developed over Kalia Road from the 'Ohana Waikiki Tower to the Reef on the Beach pool deck area. Landscaping and sidewalk pavement improvements (Figures FEIS 3-b and FEIS 3-c have been added) will be made to the Islander Waikiki to tie the property in with the open plaza created during this phase. Both hotels will be upgraded during Phase 2 of the project.

The project area and detailed calculations have been revised to reflect the fact that a portion of the Islander Waikiki is owned by another party and is not included in the project area. FEIS Appendix 1 has been added to include detailed land area and floor area tables. As shown in the land area calculation, the proposed project area is 7.7 acres in size.

Tables 3-3 (Retail Space), and Table 3-4 (Open Space) have been revised, and new Table FEIS 3-a (Meeting Facilities Space) added to reflect more detailed area calculations performed since the Draft EIS was published. Table 3-2 (Hotel Room Count) remains unchanged.

2. Project Description

FEIS Appendix 1, providing detailed lot and floor area calculations, has been added to the Final EIS.

3. Open Space

Table 3-4 has been updated to include the latest calculations of existing and proposed open space. Figures FEIS 3-d and FEIS 3-e has been added to the Final EIS to indicate the areas of existing and proposed open space contained in the calculations. Phase 1 development will create a public plaza approximately 17,320 square feet in size [Note: About 14,260 square feet of this area meets the Land Use Ordinance definition of open space. The remaining 3,060 square feet is an integral part of the plaza, but because it extends beneath the second level walkways of the Retail Promenade, it does not meet the LUO open space definition.]

The project will increase open space from 71,158 square feet to 73,016 square feet in quantity (per LUO definition of Open Space). As shown in Figure FEIS 3-d, there is no true public open space in the existing project area. Front yards and side and rear building setback areas make up about one half of the total open space areas. The remaining open space is made up of private areas (swimming pool areas) and the vacant lot at the site of the former Maitiini Hotel. The Waikiki Beach Walk project will provide usable and beneficial open space in contrast to existing spaces that, while technically meeting the definition of open space, provide little or no visual benefit, and no public access whatsoever.

4. Tsunami

Construction of the proposed structure will meet all applicable building codes and regulations. With respect to tsunami threat, no guest rooms, retail, or other inhabited spaces, are being proposed below +4 foot elevation. A single level of parking will be provided at -4 foot elevation under the Phase 1 and Phase 2 areas.

5. Parking

Under the Waikiki Special District PD-R option, the applicant is required to prepare a parking management plan which, among other conditions, shall make appropriate accommodations for all anticipated parking and loading demands. The LUO states that the approved parking management plan shall constitute the off-street parking and loading requirements for the project. The Parking and Loading Management Plan prepared for this project is included in the EIS and will be submitted separately to the Department of Planning and Permitting as part of the PD-R application.

There is no demonstrated lack of parking at Outrigger's hotels in the Lewer's area. The existing parking facilities in the project area, with the added use of valet service, provides 71% of the LUO requirements. Despite this difference, existing parking facilities comfortably meet demand. This has been confirmed through extensive fieldwork conducted in July 2001, which found that parking supply at Outrigger's hotels was utilized between 61% and 82% during the day and up to 92% on the busiest weekend evenings. Even when adjusting for peak occupancy rates in August, the findings show that existing parking supply does

adequately meet demand. This level of service is attainable because Outrigger's hotels work as a unit, sending drivers and valets to other hotels as needed.

Your comments imply that code-prescribed parking requirements for Waikiki are deficient because they are, in some instances, lower than other areas in Honolulu. Hotels and resort-commercial uses have distinct and unique parking needs and demands, particularly in a concentrated setting as Waikiki. The LUO appropriately attempts to recognize these distinctions.

The proposed parking supply for the Waikiki Beach Walk project, without valet parking, will meet 77% of LUO requirements. With valet parking, it will meet 85% of requirements, a significant improvement over existing conditions. In terms of projected parking demand, the proposed parking supply and use of valet service will be more than sufficient to meet both median and peak demand on weekdays, and median demand on weekends. It is anticipated that demand may exceed supply for only a few peak hours on weekends. Constructing parking facilities to meet the very peak demand (and therefore sit substantially vacant a majority of the time) would be wasteful and inefficient. It is far preferable to promote the use of valet parking whenever and wherever needed to meet actual demand.

The term Aggressive Valet Parking is a term used by a number of national parking management companies to describe operations when more valet attendants are at work and garages are valet parked to their maximum capacity.

The proposed use of the Fort DeRussy parking complex at Kalia and Saratoga Roads is an integral part of the project's Parking and Loading Management Plan, not a part of the "project area" as defined in the LUO. Nonetheless, the City's Department of Planning and Permitting is considering whether a Conditional Use Permit for Off-Site Parking might be applicable here. This is listed as an unresolved issue in the Final EIS.

6. Loading

As in the case of your perspectives on parking, there is an implicit assumption in your comments that any deviation from code-prescribed loading requirements is undesirable or improper. As has been demonstrated time and time again in Waikiki, there is little correlation between a project's compliance with standard LUO parking and loading requirements and the subsequent efficacy of the project in accommodating actual needs or in realistically addressing off-site conditions.

By requiring the preparation of a Parking and Loading Management Plan, the Planned Development option promotes an alternate and arguably more responsible way of dealing with these issues. Rather than merely holding applicants accountable for meeting generic standards and ratios, it requires applicants to assess and document in detail the projected demands of a particular

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is in fact misleading as it amounts to an exercise of comparing spatial apples and oranges.

The same holds true when you choose to calculate the FAR of the proposed new hotel based on a portion of the entire project area, which is contrary to and inconsistent with the Planned Development procedures established in Section 21-9.80-4(d) of the LUO. The latter requires that all lots comprising the project be treated as a single zoning lot, and allows, under certain circumstances, increases in density up to a maximum FAR of 5.0. This does not contravene City and County of Honolulu General Plan, II Economic Activity, Objective B- To Maintain the Viability of Oahu's Visitor Industry, Policy 4, which states in its entirety: "Prohibit major increases in permitted development densities in Waikiki" (emphasis added).

The aforementioned General Plan policy and Chapter 225M, HRS, were not referenced in the DEIS because they serve to guide government policy and not individual project actions. Chapter 225M, HRS, in particular creates the State Office of Planning and directs the office to conduct regional planning and studies to determine, among other things, the maximum annual visitor carrying capacity for the State by region, county, and island.

In this regard, it is instructive to note that the City and County has established a Visitor Unit Cap for Waikiki. As detailed in the Draft EIS, the 234 additional units proposed in this project comply with the visitor unit cap.

8. Traffic

None of the traffic projections indicate that there would be a 22% increase in traffic on Kalia Road from the project, the potential traffic from the Waikikian project, and the ambient increase to 2010. A review of Figure 5-9, Year 2010 Cumulative Plus Project Phases 1 and 2 Peak Hour Volumes indicates that the proposed project would increase the peak hour traffic on Kalia Road by 4.9 to 7.8%, depending on the time of day.

Table 5-12, Year 2010 Future Conditions Peak Hour Levels of Service, indicates that the addition of total project traffic (i.e., completion of Phase 2) increases the delay over future conditions without the project and reduces the level of service from LOS A to LOS B during the morning peak hour and from LOS C to LOS D during the evening peak hour at the intersection of Kalia Road and Saratoga Road. However, the results in the table also indicate that the project would not have a significant impact at this intersection based on the standards that determine impact criteria and a methodology for analysis accepted by the City and County of Honolulu.

A review of the data included in the traffic analysis for the Waikikian Development Plan EIS verifies that the results of the analysis of "existing conditions" at the intersection of Ala Moana Boulevard and Kalia Road differs

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project, and to develop specific options and plans to meet these demands. To produce the latter, the applicant is compelled to address parking and service needs in a broader context, taking into account area-wide traffic and transportation considerations. The process also brings with it the additional benefit of having physical design solutions developed in concert with best management practices. This is an approach that is being applied increasingly in communities throughout the nation, based on the recognition that the manner in which the supply of parking and service areas and spaces is managed is equally, if not more, important than supply itself.

Implementation of the project will vastly improve the loading system over today's conditions. By providing full time and part time loading spaces to meet median and peak loading demand, the project will accommodate Outrigger-generated loading traffic on-site and relieve a great portion of the loading activity which currently occurs on the street. And, rather than carving out large back-of-the-house areas dedicated solely to satisfying standard loading space requirements that have no relationship to identified service demands, it maximizes the opportunity to create inviting open space areas and street setbacks that would not be otherwise possible.

The Parking and Loading Management Plan prepared for this project is included in the EIS and will be submitted separately to the Department of Planning and Permitting as part of the PD-R application.

7. Density

FEIS Appendix 1, providing detailed lot and floor area calculations, has been added to the Final EIS. The Waikiki Beach Walk project will increase the total floor area in the project area by 24%, from 1,495,820 to 1,858,970 square feet. This amounts to an increase the Floor Area Ratio (FAR) from 4.46 to 4.68, including allowable street frontages.

The EIS and its appended studies provide a thorough analysis of population density as appropriate to existing conditions. Impacts related to visitor and resident population changes resulting from the proposed project are presented in Section 5.2.11, Appendix M, and Appendix N. Your comments regarding population density and overcrowding are acknowledged. We question their relevance to this project, however, since the project will have no more than a nominal effect on overall population density in Waikiki.

The above notwithstanding, we note that the population density comparisons you offer are similar to arguments made in 1996 when the since-enacted amendments to the Waikiki Special District Ordinance were first being considered. Then as now, equating large areas as Central Tokyo which spans an area of 52 square miles with Waikiki which is barely 8/10th of a square mile is a novel way of conveying the image of a large, teeming metropolis to Waikiki, but

from the results included in the Waikiki Beach Walk EIS. The results in the Waikikian Development Plan EIS were based on traffic counts conducted in September 1999 using the intersection capacity analysis methodology recommended in the 1997 Highway Capacity Manual (HCM). The results in the Waikiki Beach Walk EIS were based on traffic counts conducted in July 2001 using the methodology recommended in the 2000 Highway Capacity Manual. If the 2000 HCM methodology is used to assess the operating conditions with the 1999 traffic counts from the Waikikian Development Plan EIS, the results would be similar to those included in the Waikiki Beach Walk EIS. The result of this assessment indicates that both studies would have similar results if similar methodologies were used.

Moreover, it is important to recognize that when an EIS is conducted, the absolute value of the delay, V/C and/or level of service are not as important as the incremental change that occurs as a result of the implementation of the proposed project. An EIS is designed to identify and disclose an impact that the project may have. For traffic, the impact of a project is determined by the incremental change caused by the project traffic. If this change exceeds a pre-specific threshold, then it has an impact. If the incremental change caused by the project is below this threshold, regardless of the absolute condition that may exist after the project is completed, then the project does not have a significant impact on the street system.

A comparison of Appendix K, Figure 5, Year 2005 Cumulative Base Peak Hour Traffic Volumes, to Appendix K, Figure 8, Year 2005 Cumulative Plus Project Phase 1 Peak Hour Traffic Volumes, indicates that the peak hour traffic is expected to decrease as a result of the implementation of Phase 1 of the project. This is understandable given the nature of Phase 1 (reduction of 436 hotel rooms and an increase of 26,100 square feet of commercial space). As indicated in Appendix K, Table 8, the combination of these changes results in a total "trip generation" for Phase 1 of a loss of 104 vehicles per hour during the morning peak hour and 145 vph during the evening peak hour. Under these conditions, a comparison of future conditions in year 2005 without the project to future conditions in year 2005 with Phase 1 of the proposed project should indicate a reduction in traffic at some intersections.

A comparison of Appendix K, Figure 6, Year 2010 Cumulative Base Peak Hour Traffic Volumes, to Appendix K, Figure 9, Year 2010 Cumulative Plus Phases 1 and 2 Peak Hour Traffic Volumes, indicates that the volumes at all of the intersections increase. This is especially true on Kalia Road where volumes increase at each of its intersections including Ala Moana Boulevard, Rainbow Road, Saratoga Road, Beach Walk, and Lewers Street. The volume for some of the movements is less with the project than without it. These result from the earlier reductions in Phase 1 and the reallocation of the land uses when Phase 2 is completed. The results of the analysis of future conditions in Year 2010 with the addition of project traffic indicates that the delay and/or V/C ratio increases or

is the same for the "without" and "with" conditions. The table also indicates that the project is not expected to have any significant impacts.

9. Plans and Public Policy
HRS Chapter 225M and City and County General Plan II.4.B. - Our response is included in item 7 above. We disagree with your statement that the project "proposes to increase density levels, already undesirably high, to levels which threaten Waikiki's health." The increases proposed by this project are within the scope of public policy, including the Visitor Unit Cap.

Further, your focus on density overlooks the importance of quality of design, not to mention the vast improvement proposed over existing conditions. The Waikiki Beach Walk project will clean and open up an area congested with aging facilities.

The quality of physical and programmatic public amenities planned in the project is significant. These amenities, described in the Draft EIS, are recapped here:

- **Open Space** - The 17,000 square foot Edgewater Plaza is designed to serve as a major gathering place in this area of Waikiki. In contrast, there are no existing public benefit open spaces in the project area. While technically the net amount of increase in open space will be relatively small, the sense of openness in the project area, and the ability of the public to use and enjoy the open space, will increase tremendously.
- **Use of Native Hawaiian Plants and Materials** - The redevelopment of this large area presents an opportunity to widely incorporate native Hawaiian plants and materials (Figures FEIS 3-b and FEIS 3-c have been added to the Final EIS).
- **Hawaiian Music Preservation Hall** - This facility and its programs will serve to perpetuate the history, unique significance, and continuing evolution of Hawaiian music and dance. Located in the retail promenade, the Preservation Hall will be an active component of entertainment and activities provided in Edgewater Plaza.
- **Hale Aloha Visitor Center** - Also located in the retail promenade, this center will house a variety of visitor information and assistance services, including the Waikiki Business Improvement District Aloha Patrol Services, the City's Hale Aloha Visitor Information program, and the Native Hawaiian Hospitality Association's cultural programs.

State Tourism Functional Plan - We believe that this project is quite consistent with the State's Tourism Functional Plan which calls for "...well-designed visitor facilities...which are sensitive to the environment...and adequately served by

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interviewed and range of opinions on existing and proposed conditions. As you indicate, those interviewed have characterized Waikiki as a concrete jungle. However, they do not use this term to describe future conditions and instead express a level of excitement and optimism regarding the project. As the SIA concludes, it "appears there is general acceptance for the project" at this time among those interviewed.

Another indication for the support of this project was the Waikiki Neighborhood Board's unanimous vote to support in concept the Waikiki Beach Walk project (9 October 2001).

10. Carrying Capacity Concerns
As noted earlier, Chapter 225M, HRS, creates the State Office of Planning and directs the office to conduct regional planning and studies to determine, among other things, the maximum annual visitor carrying capacity for the State by region, county, and island.

The Waikiki Beach Walk project conforms to the Visitor Unit Cap established by the City and County of Honolulu. Detailed discussion on this subject is provided in Section 6.4.2 of the Draft EIS.

11. Conformance to the LUO
Conformance with the Land Use Ordinance and Waikiki Special District Design Guidelines are discussed in Sections 6.4.3 and 6.4.4, respectively. The Waikiki Beach Walk project is being proposed under the Planned Development-Resort (PD-R) option, which is intended to provide opportunities for creative redevelopment not possible under strict adherence to the development standards of the special district. While detailed discussion of conformance to LUO standards is most appropriately presented through the PD-R application to the City, we are providing this information in Section 3.2.6 of the FEIS.

12. Other
Board of Water Supply - The statement that water availability will be confirmed by BWS during building permit review is a statement of fact, not avoidance. The Board of Water Supply has confirmed that the existing off-site water system is presently adequate to accommodate the project and has stated that the availability of water will be determined when the Building Permit Applications are submitted for approval (letter dated Dec 28, 2001). This item has been added to the list of unresolved issues in the Final EIS.

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infrastructure and support services." A number of designs have been explored by Ourlinger over the years to revitalize this area of Waikiki. The Waikiki Beach Walk project incorporates the best of these designs into a project that provides substantial public benefits, encourages safer and much more efficient vehicular movement, creates a pedestrian-friendly environment, and will contribute significantly to the long-term economic viability of Waikiki. Detailed parking and loading analysis has been performed and the resulting parking and loading management plan is designed to support the redevelopment, alleviate existing on street loading problems, and optimize the use of existing parking facilities, all without needlessly building additional parking and loading facilities which diminish opportunities for the provision of improvements that directly enhance the visitor experience in Waikiki.

View Planes
From Kālia Road and Kalākaua Avenue, the Saratoga Hotel will be a prominent addition to Waikiki's skyline of hotels. It will not, however, singularly block the view of Diamond Head.

The new hotel on Saratoga Road is proposed at this height in order to permit the transfer of a portion of the project density away from the Lewers Street area. Building heights could be lowered if the project density was more or less evenly split among the Phase 1 and 2 concentrated areas. However, if this was done it would not be possible to provide a major public open space of the scale that is proposed at the Edgewater plaza, or maintain the scale of the buildings adjoining the plaza at a low enough height to appropriately define its edge and let in ample light and air. The density that is transferred to the tower fronting Saratoga Road is effectively neutralized by the vast expanse of "protected" open space offered by Fort DeRussy.

Tsunami - Our response to this concern is located in item 4 above.

Hawaiian Sense of Place - The Waikiki Beach Walk project incorporates a Hawaiian sense of place by providing more ground level public open space and visual relief, using architectural and landscape elements that establish a distinct Hawaiian feel and character, and celebrating our Hawaiian and multi-ethnic culture by featuring related activities, demonstrations and events in the new open plaza, hotel lobbies, etc. Your stated concerns regarding building heights and density are addressed above.

Social Impacts - Short term social impacts, construction impacts and business displacement, are addressed in Section 5.1.8 of the Draft EIS. A new section on long term Social Impacts has been added as section 5.2.13 to Section 5 in response to your statement that more discussion should be brought from the Social Impact Assessment located in the Appendix to the body of the EIS. We do recommend that EIS readers, including City Councilmembers, read the entire Social Impact Assessment to gain the fullest appreciation of the types of individuals

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Your comments and this response letter will be included in the Final EIS. We will forward you a copy of the FEIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.


Christine Ruotola, AICP
Associate



December 18, 2001
 City and County of Honolulu
 Department of Planning and Permitting
 630 South King Street-7th Floor
 Honolulu, HI 96813

Attn: Ms. Ardis Shaw-Kim

Re: Waikiki Beach Walk Draft Environmental Impact Statement (the "DEIS")

Dear Ms. Shaw-Kim:

I represent the Board of Directors of the Association of Apartment Owners of the Imperial Hawaii Resort (the "AOAO"), which is located at 205 Lewers Street at the Mauka-Diamond Head corner of Lewers and Kalua Street (the "Property"). I also represent the Board of Directors of The Imperial Hawaii Vacation Club (the "IHVC"), which is a timeshare members club that owns and/or controls over 83% of the AOAO (collectively "The Imperial").

The Imperial has engaged A.M. Partners, Inc., a Honolulu based architecture firm to assist The Imperial with, among other things, the review and commenting process in order to protect the interests of over 13,000 IHVC and AOAO members worldwide. Additionally, The Imperial relies entirely on the economic viability of the Property where an adverse environment will substantially interfere with occupancy and/or pedestrian traffic during the construction period as well as future occupancy resulting from potential ingress and egress difficulties with street closures or increased traffic due to increase hotel and retail density.

Accordingly, I am responding to the DEIS prepared by Group 70 International for and on behalf of Outrigger Enterprises, Inc. ("Outrigger") dated October 2001 and respectfully submit the following comments, questions, and statements for your review, consideration and response. I have divided my response into two sections: Material Issues; and Administrative Issues, which are more detailed and may include the Material Issues.

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The Imperial's Response and Comments
 Regarding The
 Waikiki Beach Walk
 Draft Environmental Impact Statement

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MATERIAL OR KEY ISSUES:

1. Outrigger needs to provide more depth with regard to analysis, evaluation and development of Outrigger-provided mitigation of construction-period impacts on surrounding properties and businesses and their users, especially with regard to the protracted period over which construction activities may be expected to occur (i.e., between 2003 and 2010).
2. The Outrigger needs to develop Outrigger-provided mitigation of noise and vibration impacts. The DEIS provides that mitigation measures are to be provided by the impacted party with no offer of assistance from Outrigger. The DEIS reads that "Adverse ... impacts from construction noise are not anticipated due to ... the availability of closure and air conditioning ... at the majority of the apartment, resort, and commercial units in the area." Further it reads, "Closure of all doors and windows facing the construction site would generally reduce interior noise levels ..." Outrigger presupposes that a guest paying for a room night would choose, as an acceptable alternative without compensation, to close their window and lanai door to avoid the irritations caused by the noise; however, guests often prefer to leave the door and window open for fresh air and to feel the ocean in addition to sitting on their lanai. If closing the windows and lanai door is the solution for our guests then the Hawaii experience that our guests are seeking will be adversely affected during the construction period.
3. Outrigger must be consistent in the treatment of potential noise and vibration impacts wherein page 5-64 it reads, "noise impacts may occur during construction" whereas page 5-7 reads, "construction noise will reach unacceptable levels." Will it reach acceptable levels or unacceptable levels? Additionally, the DEIS reads on page 5-9 that "A more conservative limit of 0.2 inches/second is... being applied for planning purposes of this project because of the repetitive nature of pile driving operations, which can increase the risks of damage due to fatigue" where directly below that statement it reads, "vibration monitoring will be employed during close-in pile driving operations where vibration levels are expected to exceed 0.2/seconds. If a more conservative measure is being used then why would the levels be expected to exceed 0.2 inches/second?"
4. Outrigger needs to provide additional analysis of parking demand and supply and should more explicitly address:
 - a) The demand driven by the project's goal of attracting more Oahu residents to Waikiki;
 - b) Effects of pricing with regard to control of demand;
 - c) Whether Outrigger supports current proposals to create a Waikiki parking district and, if created, will participate in the district;
 - d) Contingency plan for possible revocation of the 250-stall parking agreement at Fort DeRussy;

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- c) Steps the Outrigger will undertake to ameliorate the hazard created by pedestrians crossing Saratoga as they travel between the project site and the Fort DeRussy parking lot as well as the vehicle traffic having to stop more often for pedestrian traffic that will cross at crosswalks as well as crossing at non-cross walk areas without regard for vehicle movement (the project area already has pedestrian traffic that crosses back and forth without adhering to proper lined cross walks and the substantial increase in total and utilized hotel rooms and retail space the pedestrian traffic will only increase this problem);
 - d) The apparent shortfall between the maximum (i.e., aggressive valet program) parking supply of 1,080 spaces and the projected typical peak demand of 1,153 spaces, and why satisfaction of peak demands should not be required; and
 - e) A comparison between the current number of actual painted spaces and current occupancy levels and a discussion of how the small increase in total available parking spaces are going to accommodate the large increase in hotel rooms and retail space. The DEIS uses an assumption of future occupancy levels of 70% which is very conservative and does not disclose the current occupancy levels, which might be substantially less when you take into consideration the abandoned hotel units that are not being used because of their condition. Also, the current Parking Utilization (section 4.7.1.4) reads a parking utilization of 61% - 86% and references that utilization increases during the evening hours without specifically indicating what the evening hours will increase to. The Imperial notices vehicle congestion in the area during the end of the day because of the current inadequate supply of parking spaces for its current number of utilized hotel rooms, which are under occupied because of their current condition, and traffic is congested as unsuspecting guests attempt to pull into parking lots that have exceeded their capacity and the parking attendants have to direct the guest to other overfilled lots. This current practice results in passing traffic-flow going to The Imperial and other adjacent hotels having to stop while Outrigger guests try to navigate in and then out of full parking lots while looking for alternatives. It is anticipated that the parking demand created by the large increase in actual hotel rooms and a substantially higher number of utilized hotel rooms added to the large increase in retail space will exceed the smaller increase in supply of parking spaces creating more congestion and making it more difficult for guests of other resorts to navigate the Lewers and Kalia street area.
5. Proposals to provide pedestrian bridges should more explicitly address:
- a) Potential impacts on local views and the impact on the lack of a distant visual appeal of The Imperial and other adjacent properties (we have a particular concern that the proposed Kalia Road Bridge will block arrival views of The Imperial if the option to close a portion of Lewers Street is pursued).
 - b) How the bridges will contribute to the project goal of creating lively pedestrian environment at the street level;

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ADMINISTRATIVE ISSUES

Page	Reference	Comment
General		1. Revise all references to the property at 205 Lewers Street to read "Imperial Hawaii Resort at Waikiki." 2. Provide a discussion of the PD-R application process. This discussion should note which project elements are not permitted under the existing provisions of the underlying zoning precinct and are, therefore, dependent upon successful resolution of the PD-R process; and should address the proponent's anticipated response if one or more of those elements is not incorporated into the provisions of the final PD-R agreement.
1-4	Fig. 1-1	1. Indicate uses of adjacent properties on Beach Walk and Stratoga Road. 2. Indicate location of off-site parking referenced on page 1-6. 3. Align north on both maps. 4. Label "Don Ho Lane (private)."
1-6	Sec. 1.2	1 st paragraph, last sentence: Clarify that the project is aimed at renewal of Lewers area properties in which Outrigger has an interest, i.e., Outrigger does not propose improvements to properties in which it has no interest.
1-7	Sec. 1.3	1 st paragraph, 2 nd sentence: Clarify that Phase 1 plans require the closure of only a portion of Helumoa Road.
1-8	Sec. 1.4.1	4 th paragraph: This paragraph notes that impacts due to increases in traffic will be ameliorated through improvements to be made with full implementation of the project. Provide a discussion of the short-term potential impacts to traffic in the interim period between implementation of Phase 1 and implementation of Phase 2, as well as long-term potential traffic impacts if only Phase 1 is implemented. Also, in the last sentence of this paragraph, note where in the document traffic impacts are addressed.
1-9	Sec. 1.4.2	1. Note that neighboring businesses as well as those in buildings to be demolished will likely experience short-term negative economic impacts. 2. Provide a discussion of the efforts the proponent will undertake to mitigate negative economic impacts on neighboring businesses. If no mitigation will be offered, state so. 3. Provide a reference to the document's discussion of efforts being made to aid relocation of current tenants of buildings to be demolished.
	Sec. 1.5	1. Provide a summary discussion with regard to proposed mitigation of potential visual impacts. 2. Provide a discussion as to why shading/shadow studies have not been included in this document. 3. Under "Noise Mitigation" provide a summary discussion of proposed mitigation of potential vibration impacts.
	Sec. 1.6	3 rd bullet: Change "undergoing" to "ongoing."
2-1	Sec. 2.0	2 nd paragraph, last sentence: Provide a discussion of why conditions are considered favorable for redevelopment at this time.
	Sec. 2.1	1 st paragraph: Provide a discussion of efforts, if any, that will be taken to avoid future obsolescence of the proposed improvements, e.g., incorporation of sustainable design strategies, flexible floor plate configurations, etc.
	Sec. 2.2	Last sentence on page:

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- c) Design strategies that will be used to avoid potential adverse microclimatic impacts (the creation of wind tunnel effects);
 - d) The process of acquiring City "air rights" to construct the bridges and expected benefits to the City in exchange for those rights.
6. A discussion of why the 27-story hotel tower needs to be at an elevation of 368 feet high compared to The Imperial's 28-story hotel tower at an elevation of 220 feet. The erection of such a 27-story tower at 368 feet will add a bookend to the overbuilt Sheraton Waikiki and will eliminate the view enjoyed by the Imperial in the Ewa direction from The Imperial and further dwarf the other hotels between the Sheraton Waikiki and the proposed 27-story hotel tower. The erection of the Sheraton completely eliminated the Imperial's view of Diamond Head and the proposed 27-story tower at 368 feet will close in the Imperial even more. The 27-story hotel tower actually sits on a 3-story commercial-lobby structure, which 3-story commercial-lobby structure is equal to 6 1/2 hotel stories when compared to the existing Outrigger Waikiki Tower on Lewers Street. Could the distance between each floor of the 27-story tower be reduced and could the 3-story commercial space be reduced or eliminated.
 7. A discussion of what the Outrigger hopes to secure through the PDS-R process (in what ways the project will be permitted to depart from the provisions of the underlying zoning precinct) and contingency plans if that process is unsuccessful in part or in whole.
 8. The discussion of the option to close a portion of Lewers Street should more explicitly address the current congestion of bus traffic being navigated around the corner of Helumoa Road onto Lewers street from the bus station being operated by the Sheraton Waikiki Hotel), which merges into a congested Lewers street and the potential traffic impacts and appropriate mitigation measures due to continuation of current on-street loading practices for non-Outrigger properties and how the Outrigger will enforce prohibition of on-street loading practices by their retail tenants. The analysis of traffic flow must also include how traffic is going to be moving onto Helumoa Road, and since it dead ends, how unsuspecting drivers are going to make 3-point or U-turn in front of the Parc Hotel and how the bus station currently being operated by the Sheraton will navigate around this increase of dead end traffic flow and what possibilities exist in bringing the traffic flow around the Diamond Head side of the Parc Hotel via Helumoa Road to the Sheraton lane back onto Kalia street.
 9. Is Helumoa Road, between Beach Walk and Lewers street, going to be for public sale and open for bids by the public and will other public streets, including the other end of Helumoa Road between Lewers Street and the Sheraton Waikiki, be available for purchase.

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3-2	Sec. 3.1.2	Clarify that the project is aimed at renewal of Lewers area properties in which Outrigger has an interest, i.e., Outrigger does not propose improvements to properties in which it has no interest. This section discusses proposals to provide a Hawaiian Music Preservation Hall and a Hale Aloha Visitor Center; illustrations and text elsewhere in the document indicate these facilities will be located on the third floor level of the proposed Edgewater Plaza. Viability of third floor uses that rely on foot-traffic is often described as marginal. Provide a discussion of the efforts that will be taken to assure the viability of these uses in the proposed location and/or alternate potential uses of the space if these uses are found not to be viable in that location.
3-8	Sec. 3.2.1	1. This section introduces the proposal to provide pedestrian bridges over Kalia Road and Beach Walk. The DEIS treatment of these bridges is inadequate. For example, no mention is made of the microclimatic impacts of these bridges, especially with regard to local changes to wind patterns and velocities; no mention is made of the visual impacts of the bridges, even with regard to the fact that the Beach Walk bridges will be multi-story; and only cursory mention is made of the need for the proponent to acquire City "air rights" to construct the bridges. The DEIS should be revised to discuss the potential impacts of the proposed bridges and the need to secure required permissions. The off-site parking discussion should be clarified at this point to indicate that the proposed parking will be located on Army lands and will be provided through a license agreement with the Army. Provide a discussion of the potential impacts and what alternate arrangements, if any, will be made if the license is revoked by the Army. 2. The DEIS should be revised to discuss what improvements, if any, are proposed for pedestrian accommodations fronting the Outrigger Islander Waikiki on Lewers Street. Revise to indicate mauna pedestrian bridge over Death Walk.
3-9 & 3-10	Figs. 3-5 & 3-6	This shows the proposed Saratoga Tower as 27 stories tall, with a maximum height of 368'. Elsewhere the DEIS notes that the Imperial of Waikiki Resort is also 27 stories tall with an approximate height of 220'. Provide a discussion as to why the Saratoga Tower needs to be almost 150' taller than a building with a comparable number of floor levels; this discussion should note with particular attention the underlying zoning height limit of 280' for this area of the Resort Mixed Use Precinct (although we understand that maximum height is one of the several elements that may be negotiated as part of the PD-R process).
3-14	Fig. 3-10	Phase 1, last paragraph, 1 st sentence: Identify the organization or jurisdiction responsible for administering the "three star standard." Discuss the probable impacts of upgrading the cited facilities to this standard. Phase 2, 1 st and 2 nd sentences: Discuss the significance and/or meaning of the "Ohana" and "Outrigger" class distinctions; discuss how these distinctions relate to the "three star standard." The shadow patterns depicted are unrealistic, in that shadows in the foreground fall in one direction while shadows in the background fall in the opposite direction.
3-17	Sec. 3.2.2	Revise title to read "Existing and Proposed Retail/Entertainment Space." The proposed areas in which "authentic Hawaiian cultural events" will be conducted will be largely or entirely under private control. Discuss the parameters, if any, which will be used to determine who is allowed to conduct such events, under what circumstances, when, and at what cost.
3-19	Fig. 3-13	Phase 2, 1 st and 2 nd sentences: Discuss the significance and/or meaning of the "Ohana" and "Outrigger" class distinctions; discuss how these distinctions relate to the "three star standard." The shadow patterns depicted are unrealistic, in that shadows in the foreground fall in one direction while shadows in the background fall in the opposite direction.
3-22	Table 3-3	Revise title to read "Existing and Proposed Retail/Entertainment Space." The proposed areas in which "authentic Hawaiian cultural events" will be conducted will be largely or entirely under private control. Discuss the parameters, if any, which will be used to determine who is allowed to conduct such events, under what circumstances, when, and at what cost.
	Sec. 3.2.4	

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3-24	Table 3-4	For clarification, provide the LUO definition of "open space" or cite the LUO section where the definition is found.
3-25	Fig. 3-15	1. Provide a key symbol for the dashed line. 2. The adjacent text should address why no apparent loading provision is made for the Outrigger Islander Waikiki property and how loading requirements for that property will be satisfied.
3-27	"Parking"	4 th Paragraph: Provide a discussion of the potential impacts and what alternate arrangements, if any, will be made if the license is revoked by the Army.
	"Pedestrian Bridges"	1. It is apparent that City "air rights" will have to be acquired to permit construction of these bridges. Provide a discussion of the process of such acquisition. 2. The DEIS states that the bridges will provide "convenient, safe, and efficient" circulation throughout the project. Provide a discussion as to: (a) why the provision of these bridges is preferable to providing convenient, safe and efficient pedestrian circulation at street level; and (b) how removal of pedestrian traffic from street level to a private overhead circulation system will contribute to the project's goal of creating a lively public experience.
4-1	Sec. 3.5	Provide a discussion of the use of City "air rights" for provision of the pedestrian bridges.
4-4	Sec. 4.1	The last sentence of the 2 nd paragraph refers to the ahupua'a of Waikiki, which Figure 4-1 depicts as the mountain-to-sea area stretching approximately from the modern Piikoi Street alignment at the west to Paiko lagoon at the east; DLNR's GIS files indicate this ahupua'a has an area of approximately 1730 acres. The 1 st sentence of the 3 rd paragraph states that Waikiki is comprised of about 507 acres. Clarify the use of a single name, Waikiki, to identify two apparently different areas.
4-6	Sec. 4.2.2	3 rd paragraph, last sentence: Clarify the statement that "The lands of the project area ... represented close to 71.7 acres." It is unclear if the term "project area" is intended to reference the subject project; if so, elsewhere the DEIS states that the project area is about 7.9 acres, or less than 10 percent of the area noted in the cited statement.
4-7	Sec. 4.2.4	2 nd paragraph: This material notes that the Edgewater is more than 50 years old and cites its role in changing the shape of Oahu's visitor industry. Given these statements, provide a discussion as to why the Edgewater should not be considered a historic structure worthy of preservation rather than the demolition contemplated by the present proposal.
4-9	Sec. 4.3.2	2 nd paragraph: The reference to Figure 4-3 should note that the wind roses depict conditions recorded at Honolulu International Airport, and should provide a discussion as to why conditions recorded at a location with essentially no topographic or structural relief should be considered predictive of wind conditions at a relatively distant site surrounded by tall buildings.
4-10	Fig. 4-4	1 st paragraph on page: 1. The first sentence incorrectly notes that the wind roses depict conditions in the existing area. Refer to the immediately preceding comment. 2. Provide a discussion of the expected performance of the proposed pedestrian bridges with respect to localized wind conditions and the design strategies that will be utilized to mitigate any negative wind impacts. 1. This figure and/or the accompanying discussion should indicate relative or actual expected wind velocities. 2. The predicted wind pattern flows appear to be based upon existing building

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4-11		configurations only. Explain why they are called "predicated." Discuss why existing wind patterns were, apparently, abstractly modeled rather than directly measured.
		1 st paragraph on page: This paragraph indicates that the project site sits on a 700-800 foot thick caprock formation that is (1) partially formed of historic fills and (2) underlain by Jaous Sands. Clarify that this is the intended communication.
	Sec. 4.4.3	2 nd paragraph, 4 th sentence; and 3 rd paragraph, 3 rd sentence: These sentences appear to be somewhat contradictory with respect to tidal flows as measured at the monitor wells; confirm that this is not the case.
	Sec. 4.4.4	Confirm that no trees of recognized significance are located on the project site and planned for removal or relocation.
4-12	"Water Quality"	Last two sentences of this subsection: Given that the provided survey results should not be considered representative of the normal range of conditions that may affect water quality, discuss why inclusion of those results in this document should be satisfactory of the disclosure required by HRS 343.
4-15	Table 4-1	1. Clarify why heights of some existing buildings are provided but others are not. 2. The table notes an approximate height for the Saratoga Tower of 350', yet Figure 3-10 notes a height of 368'. Clarify this apparent difference.
4-16	Sec. 4.5.2	While the brief discussion of the origin of local seismic activity is interesting, it should be amended to address potential Waikiki-specific impacts of such activity and to provide the usual pro forma reference to the applicable UBC seismic zone designation.
4-28	Sec. 4.7.1.1	2 nd paragraph, last sentence: Amend to note that Beach Walk and Heleluoa Road also provide access to the project site.
4-29	"ADA Curb Ramps"	The City's Transition Plan proposes improvements at the intersections of Heleluoa Road and Beach Walk and Heleluoa Road and Lewers Street. The proposed project will make some of these improvements unnecessary. Confirm that efforts are being made to coordinate with the City to avoid unnecessary public investment in those improvements.
4-40	"Parking Supply Compared to Demand"	The analysis and discussion should be amended to address (1) the difficulty in determining whether parking demand exceeds supply, and (2) if and how pricing will be used as a means of managing parking demand.
4-46	Sec. 4.7.6	4 th paragraph: Confirm that Oceanic Cable does not currently plan to provide fiber optics in the project area.
4-47	Table 4-5	This table draws data from two sources. To assure the comparability of the data, confirm that the assumptions and methodologies underlying the formation of those data are substantially identical.
4-52	Sec. 4.8.5	Provide a discussion of the services provided in the vicinity of the project area by the Ocean Safety and Lifeguard Services (OSLS) Division of the City's Emergency Services Department. It is our understanding that OSLS provides emergency response and periodic water safety patrols in the area between Kulio Beach and Fort DeRussy using "rescue ski" watercraft.
4-53	Fig. 4-13	Clarify the meaning of the acronym "SIA."
5-1	Sec. 3.1.1	It is unclear if removal of landscaping (that is not to be re-used) will be phased with the rest of the project or will be accomplished as a single phase. If such removal

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5-7	"General Construction Noise"	will occur as a single phase, describe interim mitigation measures to be used in the Phase 2 area of the project. The discussion notes that construction noise will reach unacceptable levels. The discussion should be amended to discuss what mitigation measures, if any, will be provided by the proponent.
5-9	"Vibration from Pile Driving"	The last sentence of the 1 st paragraph on this page indicates a peak ground velocity limit of 0.2 inches/second will be used for this project. The last sentence of the 2 nd paragraph states that the limit will be 2.0 inches/second. Clarify this apparent contradiction and discuss what steps will be taken if damage to adjacent structures becomes apparent during or as a result of project-related pile driving activities.
5-10	Sec. 5.1.8	This section notes that operators of businesses on adjacent properties may suffer economic losses due to the proposed construction activities; it is probable that those businesses would suffer some loss of "goodwill" as well. The discussion should be amended to address what mitigation measures will be offered to offset potential negative economic and goodwill impacts.
5-11	Sec. 5.1.9	The discussion notes that some contractors stage employees off-site and transport them to the jobsite. This strategy is not addressed as a potential mitigation measure. Confirm that use of the off-site staging strategy will be either recommended to or required of contractors selected to provide services on this project.
5-13	Sec. 5.2.2.3	1. Clarify if the pedestrian bridges will be considered part of the project's flood evacuation route, and what measures will be taken to assure that functionality during flood conditions. 2. Radio and television broadcasts of shelter information is suggested as a mitigation measure. Clarify if it is intended that the proponent will undertake this mitigation measure.
	Sec. 5.2.2.4	Ensuring that the Tsunami Warning System is functional and operational is suggested as a mitigation measure. Clarify if it is intended that the proponent will undertake this mitigation measure.
5-28	Fig. 5-8	The depiction of predicted wind flow patterns should be amended to address the potential effects of the proposed pedestrian bridges.
5-30	Sec. 5.2.11.2	1. Clarify if the number of jobs reported in Table 5-3 is stated in full-time equivalents or if some of the jobs reported may be part-time only. 2. The 4 th paragraph states that "nearby and on-site businesses look forward" to the project. Provide supporting data for this statement, as it implies that nearby businesses "look forward" to being disrupted by the anticipated 3-6 year construction schedule and that on-site businesses "look forward" to being relocated or forced out of business by demolition of the facilities they currently occupy. 3. The last sentence of this section indicates that only 20 people will move to Oahu in the next 13-14 years; clarify that the model suggests this is the expected volume of immigration due solely to the proposed project.
5-41		1 st full sentence on page: The cited statistics are spurious (i.e., because they double-count the net impact of Phase 1); this sentence should be deleted. Discuss what is meant by "aggressive valet program."
5-44	Sec. 5.2.17.2	"Projected Parking Demand"
5-45		Elsewhere, the DEIS talks about how the project will attract and welcome Oahu residents. The parking demand analysis should be amended to include explicit consideration of anticipated demand due to local (Oahu resident) traffic.

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I look forward to your response and if you have any questions please call me at my office phone at 1-808-921-7563. Additionally, please provide a copy of your response to A.M. Partners, Inc., Attn: Gordon Wood, at 1164 Bishop Street, Suite 1000 Honolulu, Hawaii 96813.

Yours truly,



Peter S. Elliott
 Managing Director
 Imperial Hawaii Resort at Waikiki

Cc: Group 70 International, Inc.

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Page	Reference	Comment
5-46	Fig. 5-10	1. This figure depicts continued use of both of the Islander Waikiki's ramps. The 3 rd full paragraph on page 3-25 indicates that only one of these ramps will be used under the proposed program. Clarify this apparent contradiction. 2. Reconfiguration of the makai portion of Beach Walk to permit mauka-bound travel may create a bottleneck at the termination of the mauka-bound lane; the potential impact of this bottleneck may be exacerbated by the proposal to move much of the existing area traffic from Levers Street to Beach Walk. Provide a discussion of proposed means to mitigate the potential impacts of this bottleneck.
5-48	"Parking Demand - Typical"	This subsection indicates typical weekend peak parking demand will be as high as 1,153 spaces. Sec. 5.2.17.2 indicates the peak parking supply, using an aggressive valet parking program, is 1,080 spaces. Clarify how this normal weekend shortfall of more than 70 spaces can be considered to meet demand.
5-49 to 5-50		The text regarding Table 5-17 states that existing supply is adequate to meet existing demand. Clarify this statement given the difficulty in determining when demand for parking exceeds demand (i.e., lack of supply suppresses apparent demand, because it is difficult to account for the number of potential parkers who may be discouraged or turned away by a lack of available parking; unmet demand is simply displaced to other venues).
5-50		Last paragraph: The statement that city codes generally require more parking than demand is inaccurate and, perhaps, should be clarified to refer to city code requirements specifically for resort areas (i.e., rather than general city code requirements).
5-51	"Parking at Fort DeRussy"	1. Provide a discussion of the potential impacts and what alternate arrangements, if any, will be made if the license is revoked by the Army. 2. The DEIS notes that use of this parking will likely create a hazardous traffic condition by encouraging pedestrian crossings at mid-block as parkers move between the project site and the Fort DeRussy parking lot. Provide a discussion as to what measures, if any, the proponent will undertake to ameliorate this potential hazard.
5-53		Point "6" at top of page: Clarify that the proposed policy of discouraging guests from renting cars is not intended to shift a portion of the economic responsibility for the project's limited parking supply to car rental companies.
5-57		3 rd paragraph: Describe the "delivery management team" concept and structure, and indicate how the operations of such a team will be funded, by whom, and for how long.
5-64	Sec. 5.5.3	3 rd bullet point: This point states that noise impacts may occur during demolition and construction. Elsewhere (page 5-7), the DEIS states that noise will reach unacceptable levels. Clarify this apparent inconsistency in characterization of the noise impacts of the proposed development.
7-6	Sec. 7.5	As noted elsewhere throughout the DEIS, much of the loading for non-project properties in the vicinity of the project site currently occurs on-street. Provide a discussion of the potential impacts to on-street loading activity if the alternative configuration (i.e., closing a portion of Levers Street) is implemented, and addressing required mitigation measures that will be provided by the proponent, if any.

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C. Traffic. Construction requirements for the project will inevitably result in impacts on the access and circulation system in the study area. However it is impossible to project the specific location, timing, or nature of the potential impacts at this time. Plans to deal with typical construction-related access issues such as temporary, short-term street and driveway blockages, narrowing of street widths, lane and sidewalk closures, and traffic circulation adjustments will be formulated during the pre-construction stage. Affected properties and businesses will be consulted at that time to explore different approaches and identify specific measures to be undertaken by the contractor to minimize impacts on respective operations.

2. The Hawai'i State Department of Health (DOH) presently regulates construction noise. Outrigger will employ such construction noise mitigation measures necessary to meet DOH noise standards. Vibration levels are not regulated by the DOH unless they also generate excessive noise levels. However, Outrigger will take all proper precautions to avoid structural damage due to construction activities.

While all reasonable steps will be taken to minimize construction-related noise impacts, some disturbance is unavoidable, due to the high levels of noise normally generated by construction equipment and activities. Recognizing this, and the short-term nature of construction noise, the DOH regulates construction noise differently from other noise sources. A permit and curfew system is used, with DOH exercising its discretion in determining how best to regulate the noise related to construction activities on a case-by-case basis. Applying these standards and regulatory controls will help to alleviate some of the disruptive activity that will occur, as construction progress.

The DEIS makes no assertion as to the "acceptability" of the closure of windows and doors as a means to attenuate construction noise. It merely recognizes that such actions could and would probably be undertaken if necessary to reduce the interference of construction noise, as normally done if a hotel guest wishes to shield himself/herself from standard, unacceptable daytime noises. Those hotel guests that desire to relax in the natural, open environment may still do so, but may choose not to use their lanai or open guest units if the construction noise levels are unacceptable for them. In these instances, the other options may be to relocate the hotel guest to a quieter location or seek rescheduling of the construction activity. Ultimately, disclosure of scheduled noisy construction activities during the reservation process may be a more appropriate method of minimizing guest dissatisfaction and potential noise impacts during a planned visit.

For those individuals staying at timeshare units, relocation is apparently not an option. However, as a business that will continue its operations during

January 18, 2002

Mr. Peter S. Elliott, Managing Director
 Imperial Hawai'i Resort at Waikiki
 205 Lewers Street
 Honolulu, HI 96815

Subject: Outrigger Waikiki Beach Walk
 Draft EIS Comment Letter

Dear Mr. Elliott:

Thank you for your letter of December 18, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your comprehensive review of the Draft Environmental Impact Statement (DEIS) for the Outrigger Waikiki Beach Walk project. Our response letter will be presented in two sections to address the issues presented in your comment letter. The sections will correlate with your comment letter: an enumerated section that addresses material issues followed by a line-by-line response regarding the administrative issues. All relevant modified pages of the Final EIS are attached to this letter.

Material or Key Issues

1. The prevalent issues related to construction-period impacts on surrounding properties and businesses and their users are air quality, noise, and traffic.
 - A. Air Quality. As discussed in Section 5.1.3 of the DEIS, the expected air pollutant emissions generated on-site during the construction-period are due to vehicular movement, grading, concrete and asphalt batch, and general dust-generating construction activities. Given the area's semi-arid conditions, the generation of fugitive dust is the greatest concern. The proposed Outrigger-provided mitigation measures presented in the DEIS include the preparation of a dust control plan. Under the provisions of the Hawai'i Administrative Rules, Chapter 11-60.1 and 60.1-33, this plan will employ appropriate dust control measures that consist of but are not limited to frequent watering of unpaved roadways and areas of exposed soil; providing an adequate water source at the site prior to start up of construction activity; and using dust fences adjacent to existing neighboring properties.
 - B. Noise. See Subsection 2 (Materials and Key Issues) of this response letter for further detail.

the construction phases of the project, Outrigger also has an interest in minimizing the amount level, and duration of disruptions that will occur. Outrigger will provide early notification of construction activities to nearby businesses and will schedule these activities during the hours set by the DOH.

3. Upon further review of page 5-7, we were unable to determine exactly what portion of the text is being referenced in your comment letter. The quote provided in your comment letter states that "page 5-7 reads, 'construction noise will reach unacceptable levels.'" However, the actual text in the DEIS states that "the quality of the acoustic environment may be degraded to unacceptable levels during periods of construction," thereby remaining consistent with the text on page 5-64.

In determining whether or not construction noise will reach acceptable or unacceptable levels, multiple factors must be considered including but not limited to: the type of construction activity and equipment used; its location relative to the listener; the type of activity that the listener is engaged in; attitudinal biases which the listener may have regarding construction activities; and whether the listener is within an air conditioned setting or outdoors. The risk that construction noise becomes unacceptable to the listener typically increases when the construction activity involves site preparation or pile driving activities; when the listener is in close proximity to the construction site; when the listener is engaged in voice communication or sleep; and when the listener is outdoors. During the noisier site preparation and pile driving activities, some listeners in adjacent lots will probably find the levels to be unacceptable while others will temporarily accept these short-term high levels. This has been a normal occurrence during construction activities on O'ahu, and the DOH is the regulatory agency that deals with potential noise impacts during construction.

In addressing the last question in this section, the more conservative limit of 0.2 inches per second is anticipated to be used for planning, screening, and monitoring purposes prior to construction to identify those areas which may be exposed to vibration levels greater than 0.2 inches per second. During actual construction, due to inexact knowledge of subsurface and vibration propagation conditions, actual vibration levels could exceed 0.2 inches per second. However, the risks of exceeding 0.2 inches per second during actual construction would be greater if a less conservative limit of 1 or 2 inches per second was used during the planning, screening, and preventative phases. During the planning and design phases of the project, preventative measures will be implemented and are presented in section 5.1.5 of the FEIS.

4. a) As presented in Appendix L (TDA Inc., October 2001) of the DEIS, the parking demand projections include parking related to O'ahu residents attracted to Outrigger facilities. Most of this activity is expected to occur on weekends, especially during the evening hours. O'ahu residents may come to enjoy restaurants, shopping, or shows. The percentage of parking demand related to O'ahu residents varies from property to property. For example, at the Outrigger Islander Waikiki, few O'ahu residents would be expected to drive and park for its on-site activities, since the hotel has no showroom, few public amenities, and relatively small public areas. However, for the proposed Retail Promenade, up to 50% of evening restaurant and show guests are anticipated to be O'ahu residents, or tourists coming from other parts of the island. O'ahu residents may also be present as hotel guests, in which case their parking demand is accounted for in the parking demand related to guest rooms.

b) In an urban resort such as Waikiki, most guests, employees and the local population anticipate paying for parking. Availability of free parking within close proximity to the Outrigger properties is sparse. The expected pricing of parking will be comparable to other parking fees in Waikiki, and are expected to be lower than some locations.

The fee for parking is not expected to reduce or increase parking demand for this project. In general, parking demand is related to the associated activity in the area. People may drive to a location in Waikiki for dining, shopping, working, or engaging in other recreational activities.

O'ahu does enjoy the benefits of extensive public and private transit, including buses, taxis and trolleys. TheBus has a very high trip capture rate. About 12% of all trips in the Honolulu area are via public transit. Others use available private bus systems, taxis and limos. Outrigger's guests rent cars at a rate from about 15% to 40%, depending upon which hotel (the lower priced hotels tend to have fewer people renting cars). Thus, potential impacts on parking demand from parking fees have already been realized. Unless parking at the Outrigger became outrageously expensive, which it will not, it is anticipated that guests and visitors will continue to drive at about the same rates observed today.

c) While Outrigger generally supports the concept of a Waikiki Parking District as proposed under Bill 72 (2001), the Bill is currently undergoing substantial revision by the Council's Transportation Committee. Outrigger would need to reserve comment on the measure pending review of these changes.

d) Revocation of the agreement would require a commensurate amount of stalls to be provided on-site and/or off-site. This could involve, in whole or in part: 1) participating in the development of a parking structure on the

Saratoga site, 2) revising plans for the new Saratoga hotel to accommodate an increased amount of on-site parking, and 3) working with owners of adjacent parking facilities (e.g., Sheraton Waikiki, Royal Hawaiian Shopping Center) to utilize excess capacity or expand existing facilities. The establishment of a Waikiki Parking District, as proposed under Bill 72 (2001) - or a variation thereof - would provide other options.

e) We have no reason to believe that the conditions you cite (i.e. pedestrian disruption of vehicular movement on Saratoga Road) will indeed occur. Nonetheless, if it is determined that the proposed use of the Fort DeRussy parking lot on the 'Ewa side of Saratoga Road generates a hazardous situation because of pedestrians crossing at the mid-block locations, methods are available to restrict or discourage parking lot access to and from the sidewalks except at the Kalia Road end of the lot. Pedestrians would then be forced to walk in the makai direction to Kalia Road and use the Kalia Road/Saratoga Road crosswalks.

f) As illustrated in Table 5-14 of the DEIS, the peak weekday demand is projected at 944 spaces, which can be adequately accommodated with the use of 896 designated stalls and an additional 104 parking stalls created through the regular use of valet service, providing a total of 1,000 space. Additionally, the future parking supply can be periodically increased up to 1,080 spaces, through the implementation of an aggressive valet program.

As shown in Table 5-14, peak *weekend* utilization for parking will require 1,153 spaces. Details in the Parking and Loading Management Plan indicate that this peak demand would only occur for up to 2 hours on 3 weekend nights. Thus, parking demand may exceed total supply for up to 6 hours per week, or 3.5% of the hours in a week. However, for the vast majority of the week, parking demand will be less than supply.

The proposed parking supply represents a significant improvement over the existing condition. Through consolidated facility management and the on-going use of valet services, all but the very occasional, extreme peak demand can be adequately met. Effective management tools, like those described in Subsection 5(g)(5) of this response letter, are available to meet even the highest anticipated demand.

g) To appropriately address the comments presented in this section, the following response is detailed in several sub-sections.

1) Hotel/Room Occupancy Rates: As stated in the Parking and Loading Management Plan, the current average for existing occupancy rates is approximately between 60 - 65%. Projected increases anticipate that occupancy will increase to average of 70%, which is considered typical.

2) Increases in hotel rooms and retail space: Hotel room counts are expected to increase by only 8%. Since only about 30% of guests rent cars and park at the hotels (as compared to current approximates of 25%), the increase in cars related to the guest rooms would be about 2.4%. Further, analysis of current conditions has shown that existing parking is underutilized, with more than available space in one or more of the hotels. As for the retail space, the increase in demand for parking would be highest on weekend evenings, when local residents are expected to dine and shop in the area. The Parking and Loading Management Plan presents this difference of weekday to weekend peak demand.

3) Parking Supply: A total of 896 designated ("painted") parking spaces will be provided. The regular use of valet service will create an additional 104 stalls, giving a total supply of 1,000 spaces. More aggressive valet operations will be instituted during peak demand times, and this will add another 80 spaces and increase the total parking supply to 1,080 spaces.

4) Parking Utilization: Table 2 of the Parking and Loading Management Plan illustrates the results of field observations conducted during the month of July, which is considered one of the busiest times of the year in Waikiki. At no time is parking for the project site over utilized, although at times some of the specific lots are over 100% utilized. The additional demand is accommodated through the use of stepped up valet services. During the field observations, drivers were redirected to other nearby Outrigger properties on a few occasions when other lots became full. This redirection is an exception to the norm.

5) Accommodating Excess Demand: The Parking and Loading Management Plan contains an extensive section on managing parking and options for dealing with over-demand situations. A variety of mechanisms can be employed as part of the overall parking management plan to accommodate the occasional high peak parking demand including:

- Instituting valet parking at the Fort DeRussy parking lot.
- Making arrangements to park some attendees at other nearby Outrigger and non-Outrigger parking facilities (i.e. Royal Hawaiian Shopping Center parking garage) outside the project area.
- Informing attendees on where to best to park and urging them to carpool.

c) Wind conditions on the proposed pedestrian bridges can be slightly higher than those at the ground level (see Appendix C: RWDI, October 2001) in the DEIS for wind conditions in the respective areas) due to their increased wind exposure above the street level. However, wind conditions associated with the pedestrian bridges have been predicted to meet the comfort criterion for pedestrians' walking. Features such as wind screens, canopies, trellises, etc. could be considered should a higher comfort level be desired.

d) The proposed pedestrian bridges are currently planned to span across Kālia Road and Beach Walk, which are both City-owned streets. Further discussions with appropriate County agencies will provide details in determining any permits and/or easements which may need to be acquired. As the project progresses to the detailed design phase, all County requirements for the design and construction of these bridges will be met.

6. The Planned Development-Resort (PD-R) application allows opportunities for redevelopment within the Waikiki Special District that may not be possible under standard guidelines. Under sec. 21-9.80-4(d) of the City & County of Honolulu Land Use Ordinance, a PD-R application details how a project may differ from site development and design standards, including density, height, height setback, yards, open space, landscaping, and parking. These modifications can be considered as long as the project contributes to the overall stability, function, and ambiance and appearance of Waikiki. Under the PD-R option, the maximum building height is 350 feet. Further, the LUO allows necessary mechanical, utilitarian, and architectural features to exceed the established height limit by up to 18 feet for roof forms. Therefore, it is the intention of Outrigger to seek the full entitlement of 368 feet with the proposed development of the Saratoga Hotel.

The new hotel on Saratoga Road is proposed at this height in order to permit the transfer of a portion of the project density away from the Lewers Street area. The building height could conceivably be lowered if the overall project density was more or less evenly split among the Phase 1 and 2 concentrated areas. However, if this was done it would not be possible to provide a major public open space of the scale that is proposed at the Edgewater plaza, or maintain the scale of the buildings adjoining the plaza at a low enough height to appropriately define its edge and let in ample light and air. The density that is transferred to the tower fronting Saratoga Road is effectively neutralized by the vast expanse of "protected" open space offered by Fort DeRussy.

The signature of the hotel will be the guest arrival area, comparable with other vintage porte-cochere environments in Waikiki. The facade of the hotel will first be articulated as a pair of slender tower forms that is then decorated using a classical hierarchy of base, midsection, and capital forms in its design. The application of the building design incorporates existing guidelines

6) Driveway Congestion: Much of the congestion on Lewers and Kālia Street is related to on-street loading activities (deliveries, buses, taxis, etc). The Parking and Loading Management Plan proposes ways to remove all Outrigger loading activity to off-street locations, which should reduce that congestion and make the area more pedestrian friendly. Field observations indicated that passenger car volumes on Lewers Street, makai of Don Ho Lane, are very low.

In Appendix K (Kaku Associates: October 2001) of the DEIS, Table 13 illustrates the projected levels of service and conditions of the project driveways. The new and redeveloped driveway entrances and exits are projected to operate at a Level of Service of "C" or better, resulting in acceptable to excellent operating conditions at these locations. This table will be included at part of the text in Volume I.

5. a) Pedestrian bridges will be constructed across Beach Walk and Kālia Road to provide for convenient, safe, and efficient circulation of pedestrians between public areas at the upper street levels, as shown in Figure 5-3 in the DEIS. The Kālia Road pedestrian bridge gradually slopes upward from the Outrigger Reef on the Beach connecting to the second level (22 feet) of the proposed retail promenade and the ballroom/banquet facility in the Lewers-Beach Walk block, as shown in Figure 3-6. The design of the bridge complies with ADA requirements. The pedestrian bridge creates a new pedestrian connection that links retail and entertainment activities of the redeveloped Phase 1 area with the existing resort activities of the Outrigger Reef on the Beach, the adjoining public beach access, and the general makai area of Kālia Road.

The pedestrian bridges that crossover Beach Walk are intended to connect the new Saratoga Hotel to the meeting rooms/showroom and pool deck levels in the Lewers-Beach Walk block. As shown in Figures 3-6 through 3-8, four bridges will connect the properties: one at the second level (22 feet), two at the third level (39 feet), and one the roof level (56 feet).

Figure 3-12 shows the relative visual impact of the Kālia Road pedestrian bridge from Lewers Street looking Ewa. Figures FEIS 5-A and 5-B have been added to the Final EIS to further illustrate the visual relationship of the proposed pedestrian bridges to the surrounding area.

b) The pedestrian bridges create safe and convenient means of pedestrian circulation both with the neighboring areas. The bridges help to facilitate more interaction and integration of pedestrian movement through the project area by providing a means of vertical circulation, as a complement to horizontal flow within the project area and the adjoining parcels.

functions. Therefore, reducing or eliminating these three stories is not considered an option.

7. The PD-R process and Outrigger's intentions in this regard are provided in the FEIS and is summarized in Subsection 6 (Material or Key Issues) of this response letter. Section 3.2.6, which discusses the modifications to the Waikiki Special District Design Guidelines, has been included in the FEIS.

Currently, there are no contingency plans if the PD-R process is unsuccessful in part or in whole other than considering the No-Action Alternative presented in Section 7.1 of the DEIS. To briefly reiterate, the no-action alternative would maintain the Lewers/Saratoga properties in their existing condition with "patch and paint" improvements.

8. The closure of Lewers Street is currently an alternative option that is not part of the existing plans for this project. If this option is pursued in the future, more detailed analysis and further coordination with Halekūāliani Corporation and other neighboring properties will be necessary.

9. Helumoa Road is a public roadway currently owned by the City and County of Honolulu. The portion of the road that Outrigger seeks to acquire is an underutilized, one-way, easibound lane between Lewers Street and Beach Walk. Under state law, the road may be "vacated, closed, abandoned, or discontinued by resolution of a legislative body of the county wherein the county highway...lies." HRS Chapter 264-1(d). Chapter 37 of the Revised Ordinances of the City and County of Honolulu permits the City to determine that this portion of the street should be closed and is surplus real property, and to dispose of this real property by a negotiated sale to Outrigger, which, as the owner of property abutting this portion of Helumoa Road (either itself or through affiliates), has the right under state law to purchase the same before it is offered to the public.

No other public streets, including the section of Helumoa Road between Lewers Street and the Sheraton Waikiki, are being proposed for disposition.

Administrative Issues

Page	Reference	Comment
	General	1. Any references for the property at 205 Lewers Street will be edited in the FEIS as "Imperial Hawaii Resort at Waikiki." 2. An expanded discussion of proposed modifications of the Waikiki Special District Guidelines under the PD-R process is provided in section 3.2.6 of the FEIS. For the revised figure: 1. The adjoining properties consist of a mix of commercial, hotel and resort uses.
1-4	FIG 1-1	

detailed in the Waikiki Special District Design Guidelines. The long axis of the Saratoga Hotel is oriented in a mauka-makai direction to minimize obstruction of mauka views and to maximize natural ventilation. The tower is part of a planned mix of low, mid, and high-rise buildings designed to provide more quality open space, more appropriate pedestrian scale than existing conditions, and appropriate height transitions to smaller scale buildings in the nearby area. Therefore, contrary to the stated opinion in your comment letter that the proposed Saratoga Hotel will "add a bookend to the overbuilt Sheraton Waikiki", Outrigger believes that this grand hotel with its articulated form, will serve as a gateway that will link a large urban park fronting its western corridor to a new destination hosting a variety of shopping, dining, and entertainment venues that are reflective of our island's diversity.

The existing building height of the 28-story Imperial hotel is at an elevation of 220 feet. The existing building height of the existing Outrigger Waikiki Tower, located on the 'Ewa side of Lewers Street directly across the Imperial hotel, is at an elevation of 190 feet. This hotel will undergo renovation and will remain as part of the Phase 1 renovations. Both structures lack beachfront views and unfortunately block each other from extended views in both the Diamond Head and 'Ewa direction. Therefore, the development of the Saratoga Tower will impact views from only those floors located in the top 30 feet of the Imperial. At the same time, the design of the new development along the 'Ewa side of Lewers Street will transform the existing crowded street into a premier destination and one-of-a-kind-address. This will benefit all, including the Imperial Hotel and its guests.

Plans for the new proposed Saratoga Hotel include the use of steel construction. Existing market costs makes it more economically feasible to use steel over concrete block in the tower's construction. The use of steel also allows for greater construction flexibility and quicker installation, further decreasing overall construction costs and time. The use of steel does, however, does require greater floor-to-floor height requirements. Even if a lower height could be achieved through the use of concrete technology, the reduction would not be significant since the hotel is projected to meet the contemporary requirements of an increasingly competitive, more discriminating visitor market, resulting in the need for larger floors and larger rooms than might be found in many older hotels in Waikiki.

Finally, it is the intent of Outrigger to create a major or "signature" gathering place in Waikiki offering a diversity of experiences and services, including multiple events and activities revolving around a variety of retail and entertainment venues. The Saratoga Tower is an integral part of this complex. Its three lower floors will be occupied by the lobby, retail shops and restaurants, and various hotel administrative operations and back-of-house

1-6	Sec 1.2	2. Location of off-site parking reference on page 1-6 of the DEIS is indicated.
1-7	Sec 1.3	3. A "North" orientation has been included on the O'ahu map insert. 4. Don Ho Lane (private) labeled. The text has been edited. Clarification made.
1-8	Sec 1.4.1	The Waikiki Beach Walk EIS traffic study (Volume II, Appendix K) includes a detailed analysis of potential impacts for Phase 1 and Phase 2. The results of the analysis indicate that the project would not have a significant impact on the existing traffic system after completion of either phase. Traffic impacts are addressed in Chapter 5 of the FEIS.
1-9	Sec 1.4.2	1. Your shared concerns have been noted. 2. A summary of mitigation measures related to the economic impacts on neighboring businesses has been added to section 1.5 (Proposed Mitigation Measures). An expanded discussion is provided in a new section (5.2.13) of the FEIS. 3. Section 5.2.13 has been included and is further discussion is provided in Appendix M of the FEIS.
		1. Summary of mitigative measures regarding potential visual impacts has been included. 2. Analyses of shadows and shading comprise one component of multiple design elements that are included in the conceptualization phase of the project's architectural design, as presented in the renderings and architectural drawings in the FEIS. 3. Summary discussion of proposed mitigation for potential vibration impacts has been included.
	Sec 1.6	Change inserted in FEIS.
2-1	Sec 2.0	This statement is not intended as a commentary on the development climate in general. Rather it is a reflection of Outrigger's proprietary assessment of factors, internal as well as external, relating to the redevelopment of its specific properties.
	Sec 2.1	The application of design guidelines, including the State's Guidelines for Sustainable Design in Hawaii, will be considered during the detailed design phases of the project.
	Sec 2.2	The text has been edited.
3-2	Sec 3.1.2	It is our position that the configuration and development of the space requirements of the project's various components, including the Hawaiian Music Preservation Hall and the Hale Aloha Visitor Center, supports pedestrian circulation in a vertical movement, as a complement to horizontal circulation, throughout the project area.
3-8	Sec 3.2.1	1. An expanded discussion of the pedestrian bridges is provided in Section 3.2.5 (Roadways and Circulation) and new text is provided in Section 5.2.9 (Visual Resources). 2. Additional text has been included in this section

	General	regarding the location and manner of acquisition regarding off-site parking. Proposed pedestrian accommodations fronting the Outrigger Islander Waikiki on Lewers Street are included as part of the Landscaping Plan, presented in Sec 3.2.4 of the FEIS.
3-9 & 3-10	FIG 3-5, 3-6	The pedestrian bridges on Beach Walk are already indicated at their respective height levels, as shown on Figures 3-5 through 3-8.
3-14	FIG 3-10	Please see discussion in Subsection 6 (Material or Key Issues) of this comment letter and is the proposed modifications to the Waikiki Special District Design Guidelines and Standards is provided in new section (3.2.6) of the FEIS.
3-17	Sec 3.2.2	The "3-star" reference is used here for illustrative purposes only, inferring a mid- to high-level quality standard. Unlike many countries, the U.S. does not have a universal, government-sponsored hotel rating system. The hotel rating systems that do exist, including well-known guides published by the American Automobile Association ("AAA"), Mobil Oil Company ("Mobil"), and the Official Hotel Guide ("OHG") are privately generated. Each uses its own unique rating criteria, and may not assess all lodging facilities in a given market or assess all markets. The impacts of an upgraded room product are manifold and are discussed in various parts of the document, i.e.: accommodations better suited to meeting the needs of today's travel market, particularly the growing Corporate Meetings, Conventions and Incentives ("MCI") market; narrowing the Waikiki product gap between budget and economy hotels and upscale facilities; higher average daily room rates and, by extension, higher tax revenues; etc. To meet the needs of today's traveler, Outrigger Hotel and Resorts provides a variety of rooms and services that range from deluxe, full-service resorts for upscale travelers to limited-service accommodations for budget-conscious vacationers. The 'Ohana-class hotels are limited-service Outrigger hotels, providing quality accommodations at moderate prices. These hotels provide friendly, reliable hospitality, comfortable, well-maintained accommodations, and easy-to-book pricing. Both brands of hotels are committed to guest satisfaction through warm hospitality, value-based management that recognizes the importance of each employee, while understanding the concerns and responsibilities affiliated with property ownership. The rendering is generated by architectural-based software and accurately depicts shadows. The shadows seen in the
3-19	FIG 3-13	

4-10	FIG 4-4	<p>comfort level be desired.</p> <p>1. Pages 4-7 through 4-10 and Figure 4-4 present the existing wind conditions predicted to occur in the study area. The discussion in section 4.3.2 includes ratings of existing wind comfort levels in terms of sitting, standing, or walking. The gust wind speeds associated with these comfort ratings have been described in section 5.2.10.</p> <p>2. Predicted wind flow patterns for the existing building conditions are shown in Figure 4-4, and are shown in Figure 5-8 for the proposed buildings.</p> <p>Predicting wind speeds and occurrence frequencies is complicated, involving building geometry, dimensions, orientation, surrounding buildings, upstream terrain and local wind climate. RWDI, the hired consultant, has conducted more than 1000 wind tunnel model studies on pedestrian winds around buildings, yielding a broad knowledge base. In many situations, this allows for a screening level computerized estimation (prediction) of pedestrian wind conditions without wind tunnel testing.</p> <p>Computation methods, using software developed by RWDI to evaluate wind flow around general building forms specific to the project site and immediate surrounding areas were used in combination with regional wind data to estimate (predict) the potential pedestrian wind conditions. This technique is not based on a scale model test of this specific development in a wind tunnel.</p> <p>A detailed wind simulation was not deemed necessary for the current project at its early planning stage, as actual wind conditions will be inevitably affected by the final details of the development's design. Wind tunnel measurements can be conducted at more advanced design stages, if more quantitative results are required.</p>
4-11		<p>1st paragraph on page.</p> <p>The 2nd paragraph of this section has been deleted, thereby clarifying the geological and soil conditions of the general Waikiki and project site areas.</p>
	Sec 4.1.3	<p>The 2nd paragraph of this section has been deleted.</p> <p>It appears that no rare or endangered trees or palms are present on the project site. Existing mature trees and palms will be incorporated into the landscape scheme where feasible. Since the current landscape plans are only in the conceptual design phase, it is uncertain which specific trees will be affected. If desirable trees cannot remain in their current locations, they will be relocated, where feasible.</p>
4-12	"Water Quality"	<p>The conditions described in section 4.4.5 are in reference to observed drainage conditions of the Ala Wai Canal, which intercepts all surface runoff from the watersheds located mauka of the canal. The project site is located makai of the Ala Wai Canal.</p>

3-22	Table 3-3	<p>foreground are emanating from trees outside the view in the picture.</p> <p>Revision inserted.</p>
	Sec 3.2.4	<p>Current plans call for the Preservation Hall to be managed by a non-profit entity. Programs and attractions are still in the formative stages and a business plan has not yet been developed. Details remain to be determined, and will be dependent upon the ultimate management structure established for the complex.</p>
	Table 3-4	<p>Clarification provided.</p>
3-24	FIG 3-15	<p>1. Key symbol for the dashed line is included.</p> <p>2. Impacts on delivery and loading for the Outrigger Islander Waikiki property are included in Section 5.2.17.3 of the DEIS. Parking and loading activities will take place within the retail promenade area. The Islander Waikiki will be connected to this area via a below grade parking garage. Please see subsection 4(d) (Market and Key Issues) of this comment letter.</p>
3-25	"Parking"	<p>1. Determinations will be made in the detailed design phase of the project as to the necessary permits that need to be acquired to permit the construction of the proposed pedestrian bridges.</p> <p>2. Discussion of "convenient, safe, and efficient" circulation is provided in section 3.2.5.</p>
3-27	Sec 3.5	<p>Further discussion with county agencies will provide more detailed information as to what specific permits will be required to construct these bridges.</p>
4-1	Sec 4.1	<p>A clarification of the traditional boundaries of the Waikiki ahupua'a and the contemporary urban core of Waikiki has been provided.</p>
4-4	Sec 4.2.2	<p>The 717 acres represent the approximate acreage of the inland fishponds that once existed in all of Waikiki. Section 4.2.2 has been corrected.</p>
4-2.4	Sec 4.2.4	<p>Key elements in determining whether or not a building may be a potential candidate as a historic property are its historical significance, context, and integrity. The numerous alterations, modifications, and reconfigurations of the structure over the years has severely diminished its historical context and integrity, making it a less than suitable candidate for submission to the National Register of Historic Places.</p>
4-7	Sec 4.3.2	<p>A discussion has been included.</p> <p>1st paragraph on page:</p> <p>1. Clarification is provided.</p>
4-9		<p>2. Wind conditions on the proposed pedestrian bridges can be slightly higher than those at the ground level due to their increased wind exposure above the street level. However, it is predicted that the wind conditions associated with the pedestrian bridges will meet the comfort criterion for pedestrians' walking. Features such as wind screens, canopies, trellises, etc. could be considered, should a higher</p>

4-15	Table 4-1	Accordingly, section 5.2.4 concludes that since the redevelopment does not involve substantial qualitative or qualitative changes to surface runoff or groundwater percolation, as compared to current conditions, the project will not cause any changes over the present situation of water quality. 1. Information on building height and/or number of floors was provided based upon availability. 2. The table has been corrected to the proposed building height of 368'. Under the PD-R process, the maximum height limit for a building is 350'. However, the City and County of Honolulu's Land Use Ordinance does allow necessary mechanical, utilitarian, and architectural features to exceed the established height limit by up to 18' for roof forms, thus the proposed building height is 368'. This section has been amended to address potential Waikiki-specific impacts of seismic activity. The 2 nd paragraph, last sentence has been amended. If curb ramps at these intersections have not been modified to meet ADA requirements when construction work on streets associated with the proposed project commences, they will need to be modified in conjunction with the proposed project. Additional ADA compliance requirements may include pedestrian crossings, accessible signals, and other necessary installations.
4-16	Sec 4.5.2	
4-28	Sec 4.7.1.1	
4-29	"ADA Curb Ramps"	
4-40	"Parking Supply Compared to Demand"	Further discussion is provided in this section of the FEIS.
4-46	Sec 4.7.6	As presented in the DEIS and Appendix J (Wilson Ohomoro & Associates, August 2001), Oceanic Cable does not provide fiber optics in the project area. Both sources are based on data generated by the US Bureau of Census. The 2000 information was not publicly available by tracts, and the City and County of Honolulu Department of Planning and Permitting assisted by generating the requested reports. Discussion of the Ocean Safety and Lifeguard Services Division has been included in this section of the FEIS. The projected population increase of less than 1% over Waikiki's 2000 visitor population is not significant and can be covered in the EMS efforts to meet the area's lifeguard needs. Clarification provided.
4-52	Sec 4.8.5	
4-53	FIG 4-13	
5-1	Sec 5.1.1	Since the current landscape plans are only in the conceptual design phase, it is uncertain which specific trees will be affected. If desirable trees cannot remain in their current locations, they will be relocated, where feasible. The DEIS states that the "quality of the acoustic environment may be degraded to unacceptable levels during periods of construction" (emphasis added). As such, mitigative measures are already provided in the DEIS.
5-7	"General Construction Noise"	

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5-9	"Vibration from Pile Driving"	Further clarification on the mitigative process has been provided in this section. Renewal of an urban environment will create short-term economic impacts to nearby businesses. Mitigative measures have been provided in this section that primarily centers on maintaining good lines of communication between Outrigger and the nearby businesses. Particular attention will be given to provide early notification of construction activities and staging these activities in a manner that minimizes disruptions to these nearby businesses. Further, it must be reiterated that Outrigger is also a business that will need to continue its operations during construction thereby sharing the impacts of these proposed actions. So it is also in the best interests of Outrigger to employ every effort to mitigate the impacts related to construction.
5-10	Sec 5.1.8	
5-11	Sec 5.1.9	The mitigative section does state that staging plans be included as part of a traffic management plan. 1. Utilizing the pedestrian bridges as part of the project's flood evacuation route will be considered and the issues of functionality will be discussed in the detailed design phase of the project. 2. Clarification provided in FEIS.
5-13	Sec 5.2.2.3	
	Sec 5.2.2.4	Clarification provided in FEIS.
5-28	FIG 5-8	Wind conditions at grade beneath the proposed pedestrian bridges are not expected to be altered by the bridges to any significant degree, given the slender profile of the bridges. It is our opinion that Figure 5-8 and associated discussions of wind comfort levels do not require revisions. 1. Table 5-3 reports full-time equivalents. 2. It was not our intention to imply that businesses look forward to the negative impacts of construction. In interviews with business operators in the area, while there were concerns and issues related to construction, there was also appreciation and anticipation for the long-term benefits of revitalization of this area. Business operators cited many problems with the existing conditions in Waikiki and in the project environs, and these are discussed in Section 4.2.2 of Appendix M. Their hopes for the future included revitalization that would improve the physical setting and the business environment. 3. The estimates are related to the expected volume of immigration due solely to the proposed project. As illustrated in Table 8 of Appendix J (Kaku Associates, October 2001), the separate calculations for project trip generation were conducted for each phase of the project. The cumulative effects of the decreasing and increasing trip generations for Phase 1 and 2 are presented as the bottom line of the table and are accurately presented in the text.
5-30	Sec 5.2.11.2	
5-41		

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Letter to Mr. Peter S. Elliot
 January 18, 2002
 Page 18

Your comments and this response letter will be included in the Final EIS. We will forward you a copy of the FEIS upon its completion.

Sincerely,

Christine Ruotola, AICP
 Associate

CC: A.M. Partners

Letter to Mr. Peter S. Elliot
 January 18, 2002
 Page 17

5-44	Sec 5.2.17.2	An aggressive valet program includes having additional valet staff on hand during specified hours or events. Parking is configured to maximize facility capacity while leaving adequate space to move vehicles in and out of the parking facility. The Outrigger Reef on the Beach currently utilizes such a program.
5-45	"Projected Parking Demand"	Please see subsection 4(a) (Market and Key Issues) of this response letter.
5-46	FIG 5-10	1. Figure 5-10 does show one entry way and two exits at the Islander Waikiki portion of the parking garage. 2. The proposed project description includes the proposed modification to a portion of Beach Walk. This two-way segment of Beach Walk does not extend to Kalia Road. The change is only proposed for the portion of Beach Walk adjacent to the new hotel, and the mauna-bound lane is designated for use by hotel valets only. It is not intended to assist in the diversion of traffic from Lewers Street onto Beach Walk. No bottleneck is anticipated, and no impacts are expected.
5-48	"Parking Demand Typical"	Please see subsection 4(f) (Market and Key Issues) of this response letter.
5-49 to 5-50		Maximum parking utilization for the existing Outrigger properties was observed at 92% on Sunday evenings. This percentage accounts for all the subject Outrigger properties as a whole. As part of on-going parking management procedures, the subject Outrigger properties will redirect drivers to other Outrigger parking facilities if one is full or nearly full.
5-50		The statement refers to general trends through U.S. cities
5-51	"Parking at Fort DeRussy"	Please see subsections 4(d) and (e) (Market and Key Issues) of this comment letter.
5-53		Point '6' is a demand management measure that can be implemented when guests make their initial hotel reservations. Providing information about transportation options can only help to facilitate Outrigger's interests in serving and meeting the needs of its clients.
5-57		Outrigger Enterprises will internally staff and manage the delivery management team. The basic role of this team is to coordinate ordering and delivery schedules among the various properties within the project area to reduce the number of actual deliveries required.
5-64	Sec 5.5.3	Please see subsection 3 (Market and Key Issues) of this comment letter.
7-6	Sec 7.5	The closure of Lewers Street is an alternative option to the proposed plan. Additional input and analysis will be required in determining if this proposed option is viable for the Lewers Street area.

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Halekulani

Halekulani Corporation
700 Bishop Street Suite 600 Honolulu HI 96813-1107
Phone: (808) 526-1186 Fax: (808) 531-5651

December 21, 2001

City and County of Honolulu
Department of Planning and Permitting
650 S. King Street, 7th Floor
Honolulu, HI 96813
Attention: Ardis Shaw-Kim

Subject: Waikiki Beach Walk
Draft Environmental Impact Statement

Dear Ms. Shaw-Kim:

Halekulani Corporation is the owner of the Halekulani Hotel and the Waikiki Parc Hotel. This letter is in response to the Waikiki Beach Walk Draft Environmental Impact Statement.

Halekulani Corporation commends the Outrigger Enterprises, Inc. for pursuing this project. Upon addressing the concerns of the affected property owners and the community, we believe the completed project will enhance Waikiki.

While this project has its merits, we are extremely concerned about the impact of the proposed renovations on traffic patterns. We are particularly concerned about the impact of the proposed closure of Lewers Street from the private lane (commonly known as Don Ho Lane) to Helumoa Road and the proposed roadway access noted in Alternative B and the subsequent Alternative Configuration for Proposed Project. The traffic at and near the intersections of (1) Helumoa and Lewers, (2) Lewers and Kalua, (3) Beachwalk and Kalua, and (4) Saratoga and Kalua are major concerns. The proposed access alternatives to alleviate the impact of closing Lewers Street do not accurately or adequately address traffic patterns, the blockage of streets by delivery and service vehicles, pedestrian safety and inadequate turning radiuses for busses, trucks, trolleys, stretch limousines and other oversize vehicles. In addition, Lewers Street will be closed before alternative traffic roadways are completed thus compounding the traffic problems.

December 21, 2001
Waikiki Beach Walk
Draft Environmental Impact Statement
Page Two

Moreover, the impact on access during construction, including the duration of construction and access of emergency vehicles, is not addressed. The impact of construction on the infrastructure in the area, including utility, sewer and drainage lines, is also not addressed. For example, during stormy weather and at periods of high tides, Kalua Road is inundated with sea water which causes water to back up into the storm drain and then into the roadway. There are no emergency plans for such problems or for damage to the infrastructure during construction.

The above concerns must be addressed to the satisfaction of Halekulani Corporation for us to effectively evaluate the Alternative Plan B.

Halekulani Corporation respectfully requests that a comprehensive traffic study, with input from all affected land owners including Halekulani Corporation, be conducted and that a plan for vehicular traffic be prepared which addresses the concerns of the affected land owners. We would also request that a comprehensive study be conducted of the impact of the project on water, gas, electrical, telephone, sewer and drainage lines, including the disruption of such services during construction, and on air quality and noise issues.

Thank you for the opportunity to comment.

Sincerely,

Lawrence W.L. Chang

Lawrence W.L. Chang
Senior Vice President and CFO

cc. Group 70 International, Inc.
Fred Honda, General Manager - Halekulani Hotel via fax
Mark DeMello, General Manager - Waikiki Parc Hotel via fax
Mel Kaneshige/Eric Masutomi - Outrigger Enterprises via fax

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Mr. Lawrence W.L. Chang
January 18, 2002
Page 2

4. Comprehensive Traffic Study. The Waikiki Beach Walk project notwithstanding, Outrigger is but one of a number of major property owners contributing to and affected by traffic conditions in the Lewers-Kalia area. Accordingly, to be effective, any "comprehensive traffic study" that is undertaken for the area must be a collaborative effort among all of the primary stakeholders. With this in mind, Outrigger has initiated discussions with the various major property interests in the area for the preparation of a traffic management plan that would address both existing issues as well as potential impacts of the project, recognizing that Outrigger's revitalization efforts could provide the opportunity for shared traffic and transportation improvements beyond those directly required to support the Waikiki Beach Walk project.

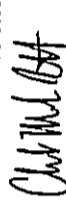
5. Impacts on Utilities. We acknowledge your concerns regarding any disruption of water, gas, electrical, telephone, sewer and drainage services during construction. Every effort will be made to avoid any interruption of these vital services. The engineering design for water, wastewater and drainage connections serving the proposed project will include specifications to avoid any disruption of service to your operations. Gas, electrical and telephone connections made by the respective service providers are not anticipated to interrupt service to their other customers.

Regarding the possibility of any accidental damage to infrastructure that may occur during construction, it is unrealistic to prepare emergency plans for every potential occurrence for inclusion in an EIS. The construction contractor will exercise utmost care and prudence to prevent any accidental damage to infrastructure. Should any accidental damage occur, the contractor would be expected to implement measures to protect workers and the public and to notify appropriate utilities and agencies, as dictated by the nature and severity of the damage. The contractor will also be responsible for making necessary repairs and would be expected to restore any disruption of service as quickly as possible to minimize potential liability associated with such disruption.

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.


Christine Ruolola, AICP
Associate

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January 18, 2002

Mr. Lawrence W.L. Chang, Senior Vice President and CFO
Halekulani Corporation
700 Bishop Street Suite 600
Honolulu, HI 96813-4107

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

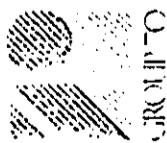
Dear Mr. Chang:

Thank you for your letter of December 21, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. We have prepared the following responses to address the comments presented in your letter.

1. Closure of Lewers Street. The closure of Lewers Street is currently an alternative option that is not part of the existing plans for this project. If this option is pursued in the future, more detailed analysis and further coordination with Halekulani Corporation and other neighboring properties will be necessary.

2. Construction Period Impacts on Traffic Conditions. Construction requirements for the project will inevitably result in impacts on the access and circulation system in the study area. However it is impossible to project the specific location, timing, or nature of the potential impacts at this time. Plans to deal with typical construction-related access issues such as temporary, short-term street and driveway blockages, narrowing of street widths, lane and sidewalk closures, and traffic circulation adjustments will be formulated during the pre-construction stage. Affected properties and businesses will be consulted at that time to explore different approaches and identify specific measures to be undertaken by the contractor to minimize impacts on respective operations.

3. Impact of Construction on Area Infrastructure. The impacts of the proposed project on utility, sewer and drainage systems in the vicinity of the project site are addressed in Section 5.2.18 of the Draft EIS (Volume I), based on the Infrastructure Assessment, which is reproduced in Appendix J of the Draft EIS (Volume II). The sluggish drainage condition in the area when storms coincide with high tides is discussed in Section 5.2.18 of the Draft EIS, as well as in Section 6.1 of the Infrastructure Assessment. This is an existing condition that will not be aggravated by the proposed project.



- IRISS Ooi
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- Norman G. Wong, AA
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- Michael H. AIA
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December 21, 2001

City and County of Honolulu
Department of Planning and Permitting
650 S. King Street, 7th Floor
Honolulu, Hawaii 98613
Attn: Ardis Shaw-Kim

Subject: Waikiki Beach Walk
Draft Environmental Impact Statement (EIS)

Dear Ms. Shaw-Kim:

This is in response to the November 6, 2001 letter from Ms. Christine Ruotola, AICP, Associate, Group 70 International, Inc., subject as above, regarding Outrigger Enterprises, Inc.'s proposal to redevelop their Lewers/Saratoga area properties.

As with our earlier letter, we thank you, Outrigger Enterprises, Inc. and Group 70 International, Inc. for the opportunity to comment. Please be advised that the commentary below encompasses the views of Kyo-ya Company, Ltd. and Starwood Hotels and Resorts Hawaii, the operator of Kyo-ya's hotels.

Our support of Outrigger's endeavor to upgrade and enhance the ambiance and aesthetics of Waikiki is again reiterated. However, we still have serious concerns on the issue of traffic after our review of the Traffic Study by Kaku Associates, Inc. While we are of the understanding that Kaku Associates, Inc. is a highly respected organization having extensive experience with the Waikiki traffic situation, we find ourselves ill at ease with the study even after a telephone discussion of same with them. Our concerns are as follows:

a. We were informed that the traffic study was conducted in July this year, that the traffic count compilation was accomplished in two (2) days between what was determined to be the two (2) peak periods (7 a.m. to 9 a.m. and 4:00 p.m. to 6 p.m.); and that the counts were taken during a one hour period for each phase. It was further explained to us that the study methodology employed was the standard scientific approach to such studies.

b. We were informed that input was not obtained from the stakeholders affected; the hotels, bus, limousine, taxi and other transportation, service and delivery

companies. As you may recall, we asked in our earlier letter that Kyo-ya and Starwood be consulted in the traffic studies.

c. The pedestrian impact on vehicular traffic currently being experienced on the Lewers St/Don Ho Lane crosswalk (see corroborative statement on page 14 of the TDA, Inc. Parking and Loading Management Plan, Appendix L to the EIS) is not addressed. We feel the closure of Lewers and the pedestrian mall will exacerbate our traffic predicament.

d. The impact of parades and special events on Kalakaua, and major happenings/banquet events at the Sheraton Waikiki are not discussed.

e. The involvement issue of our tourist clientele and their needs also require contemplation. To reiterate our earlier statement: "The challenge we, in Waikiki, face is that our existing roadways are not adequately servicing the involvement of the increasing and implausible array/sizes of busses, trolleys, trucks, stretch limousines, etc. This is not to say that this vehicular composition is detrimental for they, regrettably, are the consequence of the changing and competitive market demands. Until a solution is found, the dilemma becomes how best to accommodate this involvement. It is our opinion that street closures will only fuel this quandary." As an example, we should be mindful that in the past, most Japanese did not drive. Many of the new younger generation do drive and rent-a-cars should add to the traffic. This trend should also be considered with the increasing level of overall repeat visitors.

f. While it is understood that the BRT issue is still pending, we feel that the worst case scenario of the BRT impact to the Kalakaua/Lewers intersection should be further evaluated.

In view of the foregoing and the fact that Waikiki traffic concerns are a vital and hypersensitive issue, we do not feel the study can be characterized as being "comprehensive". For your information, we participated in the recent Waikiki Livable Community Project Issues Development meetings that discussed the traffic concerns in Waikiki. The Project study involved a wide spectrum of Waikiki stakeholders and, we feel, should provide a rich and fertile source of information.

We again respectfully ask that Kyo-ya Company, Ltd. and Starwood Hotels be included in any vehicular traffic studies and plans for the "final" Project plan as well as the traffic mitigation plan during the "construction phase". We also ask assurances that the Project will not impact the Sheraton Waikiki and Royal Hawaiian Hotels' water, gas, electrical, telephone, sewer and drainage lines as any disruption of these services will incur dire consequences to our operation. It is presumed that air quality and noise issues during the construction phases will be stringently controlled.

Thanking you again for the opportunity to comment.

SHERATON WAIKIKI HOTEL, Second Floor
2525 Kalaniana'olani Avenue, Honolulu, Hawaii 98115
Phone: (808) 531-8500 • Fax: (808) 522-0882

Yours sincerely,

George Hayakawa

George Hayakawa
Director of Administration
Kyo-ya Company, Ltd.

cc: Messrs:

Melvin Kaneshige, Outrigger Enterprises, Inc.
Eric Masutomi, Outrigger Enterprises, Inc.
Stanley Takahashi, Kyo-ya Company, Ltd.
Shinji Yanai, Kyo-ya Company, Ltd.
Keith Vieira, Starwood Hotels & Resorts
Ernest Nishizaki, Starwood Hotels & Resorts
William Hurley, Sheraton Waikiki/Royal Hawaiian Hotels
Wayne Judd, Sheraton Waikiki/Royal Hawaiian Hotels
Lyle Takeuchi, Sheraton Waikiki/Royal Hawaiian Hotels

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Attn: Christine Ruotola



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SCOTT T. SCOTT
STEPHEN GUY WILSON, AIA

January 18, 2002

Mr. George Hayakawa, Director of Administration
Kyo-ya Company Ltd.
Sheraton Waikiki Hotel, Second Floor
2255 Kalakaua Ave.
Honolulu, HI 96815

Subject: Outrigger Waikiki Beach Walk
Draft EIS Comment Letter

Dear Mr. Hayakawa:

Thank you for your letter of December 21, 2001 to the City and County of Honolulu Department of Planning and Permitting regarding your review of the Draft Environmental Impact Statement for the Outrigger Waikiki Beach Walk project. We appreciate your comments and have prepared the following in response to your letter. All relevant modified pages of the Final EIS are attached to this letter.

A. The traffic counts were actually taken during a two-hour period (7:9 a.m. and 4-6 p.m.) for the morning and afternoon peak periods. The peak one-hour volume within this two-hour period was used for the analysis. As indicated, this is a standard approach used in conducting peak period turning movement traffic counts at intersections.

B. The stakeholders identified in the comment (i.e., hotels, bus, limousine, taxi, service and delivery companies) were not interviewed as part of this study, but the contribution of these sources into the existing traffic conditions was included as an integral element of the counts themselves. This is also relatively standard procedure since an EIS traffic study is not directed at the development of solutions to existing or future traffic problems within the study area per se. It is, instead, directed at the identification and disclosure of the potential impacts of a proposed project that would not occur if the project were not implemented.

C. While the potential impact of the Lewers Street closure was analyzed in part as an alternative configuration to the proposed project, the closure is currently an alternative option that is not part of the existing plans for this project. If this option is pursued in the future, more detailed analysis and further coordination with Kyo-ya and other neighboring properties will be necessary. As appropriate, this could include an examination of existing pedestrian-vehicular conditions at the Don Ho Lane-Lewers intersection.

Mr. George Hayakawa
January 18, 2002
Page 2

D. Assessing the impact of parades and special events on Kalākaua Avenue or at the Sheraton Waikīkī is beyond the scope of the Waikīkī Beach Walk EIS traffic study. The purpose of the study is to assess the potential impact of the proposed project on the local street system. The EIS does this and concludes that the proposed project will not substantively impact the local street system.

E. Please see response to comment C above.

F. Assessing the impact of the BRT on the intersection of Kalākaua Avenue/Lewers Street is beyond the scope of the Waikīkī Beach Walk traffic study. The potential impact of the proposed project on the local street system both with and without the BRT was, however, thoroughly analyzed. The study area for the analysis included the intersection of Kalākaua Avenue and Lewers Street.

Outrigger Enterprises has also been an active participant in DTS's Livable Waikīkī project, but the study has not progressed to the point where any findings have been released or definitive directions established. Nonetheless, Waikīkī Beach Walk does serve to complement and promote many of the initially-established Livable Waikīkī objectives, including: promoting a pedestrian-friendly environment; enhancing the streetscape environment; better managing service and delivery traffic and activity; exploring alternate public parking opportunities; integrating land use and transit planning; creation of public open spaces and activity nodes; and providing meaningful opportunities for resident-visitor interaction.

Please be assured that Outrigger will continue to work with Kyo-ya and other neighboring properties as it progresses in its redevelopment work, including the subsequent development of plans to deal with typical construction-related access issues. Regarding the latter, all properties and businesses will be consulted during the pre-construction period to explore different approaches and identify specific measures to be undertaken by the contractor to minimize impacts on respective operations.

We acknowledge your concerns regarding any disruption of water, gas, electrical, telephone, sewer and drainage services during construction. Every effort will be made to avoid any interruption of these vital services. The engineering design for water, wastewater and drainage connections serving the proposed project will include specifications to avoid any disruption of service to your operations. Gas, electrical and telephone connections made by the respective service providers are not anticipated to interrupt service to their other customers.

Mr. George Hayakawa
January 18, 2002
Page 3

Your letter and this response will be included in the Final Environmental Impact Statement. We will forward your office a copy of the Final EIS upon its completion.

Sincerely,

GROUP 70 INTERNATIONAL, INC.



Christine Ruotola, AICP
Associate

Section 10.0

REFERENCES



10.0 REFERENCES

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FEIS Appendix 1 (NEW)

Planning Database

Outrigger Enterprises, Inc.
 Waikiki Beach Walk
 Project Lot Area and Street Bonus Area

Ping 1
 28 November 2001
 Group 70 International

Hotel	TMK	Parcel Lot Area (SF)	Hotel Lot Area (SF)	Street Bonus (SF)	Hotel Lot Area Plus Street Bonus (SF)
Outrigger Islander Waikiki	2-6-003-001 (por.)	20,000	20,000	4,800	24,800
Edgewater Lanais	2-6-003-002	13,932	13,932	3,260	17,192
Ohana Coral Seas	2-6-003-003	6,399	-	-	-
Ohana Coral Seas	2-6-003-004	7,568	13,967	2,260	16,227
Ohana Waikiki Village	2-6-003-006	9,577	-	-	-
Ohana Waikiki Village	2-6-003-008	3,547	-	-	-
Ohana Waikiki Village	2-6-003-009	3,262	-	-	-
Ohana Waikiki Village	2-6-003-052	3,261	-	-	-
Ohana Waikiki Village	2-6-003-010	4,790	-	-	-
Ohana Waikiki Village	2-6-003-011	4,793	-	-	-
Ohana Waikiki Village	2-6-003-012	5,693	-	-	-
Carl's Jr. Restaurant	2-6-003-007	3,546	34,923	6,199	41,122
6-foot Easement - Phase I Block	2-6-003-057 (por.)	2,443	3,546	1,363	4,909
Helumoa Road	N/A	4,000	2,443	120	2,563
Ohana Reef Towers (Makai)	2-6-002-015	27,056	4,000	800	4,800
Ohana Reef Towers (Mauka)	2-6-002-016	20,261	-	-	-
Ohana Edgewater	2-6-003-021	19,968	47,317	7,909	55,226
Ohana Waikiki Tower	2-6-003-021	20,899	19,968	6,511	26,479
Malihini Hotel	2-6-003-034	13,317	20,899	6,846	27,745
Ohana Reef Lanai	2-6-003-032	8,669	13,317	4,526	17,843
Ohana Reef Lanai	2-6-003-039	9,954	-	-	-
Ohana Royal Islander	2-6-003-035	11,726	18,623	5,610	24,233
6-foot Easement - Phase II Block	2-6-003-056 (por.)	1,467	11,726	7,825	19,551
Outrigger Reef On The Beach	2-6-004-010	108,968	1,467	120	1,587
TOTAL		335,096	335,096	62,265	397,361

Outrigger Enterprises, Inc.
Waikiki Beach Walk
Floor Areas by Use

Ping 2
17 December 01
Group 70 International

	RETAIL SPACE				HOTEL SPACE				MEETING FACILITY SPACE							
	TOTAL (sf)	Retail (sf)	Hotel (sf)	Meeting Facility (sf)	Gross Leasible (sf)	Public Areas (sf)	BOH (sf)	Total (sf)	BOH Admin (sf)	Public Areas (sf)	Rooms (sf)	Total (sf)	Mtg Rms (sf)	Prefunct Areas (sf)	Total (sf)	
Existing/To Be Upgraded																
Outrigger Islander Waikiki	139,470	6,270	133,200	-	6,270	-	-	6,270	5,290	5,390	122,520	133,200	-	-	-	
Ohana Reef Towers	265,380	26,390	237,940	1,050	26,390	-	-	26,390	14,210	9,810	213,920	237,940	1,050	-	1,050	
Outrigger Reef On The Beach	468,240	40,370	425,350	2,520	40,370	-	-	40,370	28,680	40,310	356,360	425,350	2,520	-	2,520	
Ohana Waikiki Village	272,020	-	272,020	-	-	-	-	-	8,050	-	263,970	272,020	-	-	-	
Ohana Waikiki Tower	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Subtotal	1,145,110	73,030	1,068,510	3,570	73,030	-	-	73,030	56,230	55,510	956,770	1,068,510	3,570	-	3,570	
Existing/To be Demolished																
Edgewater Lanais	46,830	10,360	36,470	-	10,360	-	-	10,360	3,020	820	32,630	36,470	-	-	-	
Ohana Coral Seas	59,690	10,500	49,190	-	10,500	-	-	10,500	1,410	2,510	45,270	49,190	-	-	-	
Carl's Jr. Restaurant	3,060	3,060	-	-	3,060	-	-	3,060	-	-	-	-	-	-	-	
Ohana Edgewater	75,590	10,790	64,800	-	10,790	-	-	10,790	5,950	3,100	55,750	64,800	-	-	-	
Ohana Waikiki Village	32,570	9,590	22,980	-	9,590	-	-	9,590	7,040	9,720	6,220	22,980	-	-	-	
Ohana Waikiki Tower	26,270	4,720	21,550	-	4,720	-	-	4,720	4,070	3,820	13,660	21,550	-	-	-	
Malihini Hotel	6,280	640	5,640	-	640	-	-	640	320	-	5,320	5,640	-	-	-	
Ohana Reef Lanai	62,730	3,570	59,160	-	3,570	-	-	3,570	2,740	590	55,830	59,160	-	-	-	
Ohana Royal Islander	37,690	3,740	33,950	-	3,740	-	-	3,740	2,610	1,030	30,310	33,950	-	-	-	
Subtotal	350,710	56,970	293,740	-	56,970	-	-	56,970	27,160	21,590	244,990	293,740	-	-	-	
New																
Phase 1 - Retail/Ent+Hotel Supt+Mtg Facil	191,090	88,980	68,800	33,310	71,710	17,270	-	88,980	54,910	13,890	-	68,800	17,350	15,960	33,310	
Phase 1 - New Museum+Visitor Center	17,880	17,880	-	-	9,570	2,860	5,450	17,880	-	-	-	-	-	-	-	-
Phase 2 - New Hotel	504,890	30,580	474,310	-	30,580	-	-	30,580	25,210	22,160	426,940	474,310	-	-	-	
Subtotal	713,860	137,440	543,110	33,310	111,860	20,130	5,450	137,440	80,120	36,050	426,940	543,110	17,350	15,960	33,310	
Totals:																
Existing	1,495,820	130,000	1,362,250	3,570	130,000	-	-	130,000	83,390	77,100	1,201,760	1,362,250	3,570	-	3,570	
Proposed	1,858,970	210,470	1,611,620	36,880	184,890	20,130	5,450	210,470	136,350	91,560	1,383,710	1,611,620	20,920	15,960	36,880	
Net Increase	363,150	80,470	249,370	33,310	54,890	20,130	5,450	80,470	52,960	14,460	181,950	249,370	17,350	15,960	33,310	
	24.3%	61.9%	18.3%	933.1%	42.2%			61.9%	63.5%	18.8%	15.1%	18.3%	486.0%		933.1%	

Sources: Existing - Wilson Okamoto Associates and Group 70 International, May 1996
New - Group 70 International, September 2001

Note: Maximum permitted total project floor area = max. FAR x (lot area + street bonus area)
= 5.0 x (335,096 sf + 62,265 sf) = 1,986,800 sf
Maximum net increase in floor area = 1,986,800 sf - 1,495,820 sf = 490,980 sf