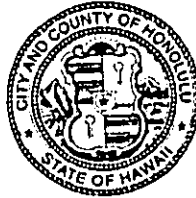


DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

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



RECEIVED

ERIC G. CRISPIN, AIA
DIRECTOR

BARBARA KIM STANTON
DEPUTY DIRECTOR

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OFFICE OF ENVIRONMENTAL
QUALITY CONTROL 2003/ED-3
2003/ELOG-2716

August 18, 2003

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
State of Hawaii
State Office Tower, Room 702
235 South Beretania Street
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

SPECIAL MANAGEMENT AREA ORDINANCE
CHAPTER 25, ROH
Environmental Assessment (EA)/Determination
Finding of No Significant Impact


Recorded Owner : State of Hawaii
Applicant : Hawaii Yacht Club
Agent : URS Corporation
Location : 1739C Ala Moana Boulevard - Waikiki
Tax Map Key : 2-3-037: 013
Request : Special Management Area Use Permit
Proposal : Alterations and additions to the Hawaii
Yacht Club including a new hydraulic
elevator and lobby, and renovations
(expansion) to the restroom/shower rooms
in compliance with the American with
Disabilities Act.
Determination : A Finding of No Significant Impact is
Issued

Attached and incorporated by reference is the Final EA prepared by the applicant for the project. Based on the significance criteria outlined in Title 11, Chapter 200, Hawaii Administrative Rules, we have determined that preparation of an Environmental Impact Statement is not required.

Ms. Genevieve Salmonson, Director
Page 2
August 18, 2003

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the Final EA. If you have any questions, please contact Joyce Shoji of our staff at 527-5354.

Sincerely yours,


ERIC G. CRISPIN, AIA
for Director of Planning
and Permitting

EGC:js
Encls.

223977

2003 - 09 - 08 - 0A - FEA

SEP 8 2003

FILE COPY

FINAL ENVIRONMENTAL ASSESSMENT

HAWAII YACHT CLUB ADDITIONS AND RENOVATIONS

Prepared for:
Hawaii Yacht Club
1739C Ala Moana Boulevard
Honolulu, HI 96815

DEPT. OF PLANNING
& PERMITTING
C & C OF HONOLULU

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RECEIVED

Prepared by:
URS Corporation
615 Piikoi Street, Ninth floor
Honolulu, HI 96814

Approving Agency:
City and County of Honolulu
Department of Planning and Permitting
650 South King Street
Honolulu, HI 96813

August, 2003

GENERAL INFORMATION

Applicant:

Hawaii Yacht Club
1739C Ala Moana Boulevard
Honolulu, HI 96815
808-949-4622

Recorded Fee Owner:

State of Hawaii/DLNR
1151 Punchbowl Street
Honolulu, HI 96813

Agent:

URS Corporation
615 Piikoi Street, Ninth Floor
Honolulu, HI 96814
808-593-1116

Tax Map Key:

(1) 2-3-37:13

Lot Area:

19,639 s.f. reclaimed (filled) land; 20,770 s.f. submerged land; 40,409 s.f. total leased area

Agencies Consulted:

See Appendix A

Determination:

Finding of no Significant Impact

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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act	SLAMS	State and Local Air Monitoring Station
dB	Decibels	S.F.	Square foot
dBA	A-weighted sound level	SMA	Special Management Area
DOH	Dept. of Health	UBC	Uniform Building Code
DLNR	Dept. of Land and Natural Resources	USFWS	U.S. Fish and Wildlife Service
DP	Development Plan	WSD	Waikiki Special District
EA	Environmental assessment	WQLS	Water Quality Limited Segment
EPA	U.S. Environmental Protection Agency		
FIRM	Flood Insurance Rate Map		
g	Acceleration of gravity		
HEER	Hazard Evaluation and Emergency Response		
HYC	Hawaii Yacht Club		
Hz	Hertz		
Ldn	Day-night sound level		
Leq	Equivalent sound level		
LUC	Land Use Commission		
LUO	Land Use Ordinance		
MSL	Mean sea level		
NAAQS	National Ambient Air Quality Standards		
NAMS	National Air Monitoring Station		
PAH	Polycyclic aromatic hydrocarbon		
PCB	Polychlorinated biphenyl		
SAAQS	State Ambient Air Quality Standards		

CHAPTER 1 INTRODUCTION

1.1 Project Site

1.1.1 Regional Setting and Project Location

The Hawaii Yacht Club (HYC) is located on the island of Oahu, the third largest of the Hawaiian Islands with a land area of 597 square miles. Oahu is the most populous of the State's islands with about 75 percent of the State's population, which in 2000 was about 1.2 million people (U.S. Census Bureau, 2000).

The HYC lies within the Ala Wai Boat Harbor, on the western edge of Waikiki on the southern shore of Oahu. The densely populated Waikiki area is composed of hotels, apartments, condominiums, and tourist-related commercial establishments. Currently there are some 34,000 lodging units in Waikiki and over 11,000 households primarily in condominium and apartment units. In 1990, the resident and visitor population in Waikiki was 95,979 within an area of slightly less than one square mile.

The Ala Wai Boat Harbor is one of four major docking facilities within urban Honolulu. While Honolulu Harbor and Kewalo Basin serve larger commercial craft and Pearl Harbor is controlled by the U.S. Navy, Ala Wai Harbor is primarily for the use of smaller recreational vessels. The harbor contains both privately owned yacht clubs and public mooring facilities operated by the State. The total capacity of the harbor is approximately 1000 vessels. The State operated facilities include 768 boat slips and moorings. The HYC has 28 slips within its leased area. In recent years the harbor has experienced 100% occupancy. There is currently a waiting list of boat owners who would like to use the facilities (W. Chee-Planning, Inc., 1994).

The HYC is located at the terminal end of the northern, inland mole (Mole "A") within the Ala Wai Boat Harbor (Figure 1). Mole "A" provides mooring for approximately 150 vessels. The mole is surrounded by water except where it connects to the main shoreline. The sub-surface is artificially placed rubble and structurally stable coral fill resting on a coral structure below the water surface. The surface of the mole, which is 75 feet wide, is paved over with asphaltic concrete for sidewalks and vehicular roadways.

The HYC site (Tax Map Key (1) 2-3-37:13) is leased from the State of Hawaii, Department of Land and Natural Resources (DLNR). The leased area includes 19,639 square feet of reclaimed (filled) land and 20,770 square feet of submerged land improved with floating docks for mooring private pleasure craft.

1.1.2 Surrounding Land Uses

The HYC is surrounded by water on three sides and by the roadway along Mole "A" on the remaining side. To the west, across the harbor, is Ala Moana Regional Park. To the north and northeast, separated by the mouth of the Ala Wai Canal, which empties into the

harbor, are the Waikiki Yacht Club and several marine-oriented businesses, including a boat haul-out facility. Adjacent to the latter and extending from the harbor inland to Ala Moana Boulevard are lands zoned "Resort Mixed Use Precinct." In that area are several hotels and an apartment building. Across Ala Moana Boulevard are lands zoned for apartment use.

The Ala Wai Canal is a two-mile long, man-made waterway, heavily used recreationally. Constructed in the 1920s to drain the lands of Waikiki and intercept runoff from the 16.3 square mile watershed, the canal is now on the National Register of Historic Places.

1.2 Project Purpose and Components

The project consists of improvements to and modernization of the Hawaii Yacht Club building to bring the facility into compliance with provisions of the Americans with Disabilities Act (ADA). Specifically, the men's and women's restrooms and shower rooms require modifications to meet ADA standards. The project also includes the addition of a new hydraulic elevator and lobby next to the existing stairway on the Diamond Head side of the building. The elevator will allow the growing number of elderly and disabled members and guests to continue to use the main dining area and bar on the second floor. The new elevator and lobby will slightly expand the footprint of the building (see Chapter 2 for a description of the proposed project).

The ADA-related renovation work will not constitute a major change to the overall exterior of the building. The toilet and shower room retrofit work will be limited to the existing footprint of the building, including the 5'-0" second floor overhang. The proposed improvements to the first floor men's and women's restrooms and shower rooms will extend the first floor out to match the dimensions of the second floor. This is necessitated by ADA layout guidelines.

The elevator and lobby (first and second floors) will be covered but open at the sides to minimize the visual impact. The elevator addition will result in an area increase of 1,238-square feet. The existing stairway on the Diamond Head side of the clubhouse will be modified to comply with current building code requirements.

1.3 Permits and Approvals

1.3.1 Regulatory Setting

In Hawaii, land use and development controls are shared by the State and the counties. The State exercises the first level of control through its Land Use District system, administered by the Land Use Commission (LUC). All lands in the State are classified into one of four districts: Urban, Rural, Agricultural or Conservation. The HYC lease area includes fast lands designated Urban and submerged lands designated Conservation (Figure 2). The Conservation lands, administered by the State DLNR, will not be affected by the proposed work. Only the Urban lands will be affected. Within the Urban District,

the City and County of Honolulu regulates land uses through its Land Use Ordinance (LUO) which establishes regulations for zoning districts and precincts.

The General Plan for the City and County of Honolulu establishes long-term objectives and policies that represent its commitment to a desirable and attainable future for Oahu. In addition, Development Plans (DP) are intended to provide a system of land-use controls designed to implement the objectives and policies of the General Plan and to guide more specific zoning and density regulations. Oahu is divided into eight DP areas. Waikiki lies within the City's Primary Urban Center (PUC).

Waikiki has additional land use requirements, as defined in the Waikiki Master Plan (City and County of Honolulu, 1992). The Waikiki Master Plan is intended to guide the physical development of Waikiki during the next 20 years. Under the LUO, Waikiki has additional development and redevelopment guidelines to protect and enhance the area and maintain it as a community and scenic resource. Waikiki has been designated a Special District of the City and County of Honolulu (Figure 3). Special Districts are created by the City in areas needing restoration, preservation, redevelopment or rejuvenation to protect and/or enhance the physical and visual aspects of an area for the benefit of the community as a whole. Within each special district, unique development guidelines are established by precinct. The Ala Wai Harbor is zoned a "Public Precinct" within the Waikiki Special District (WSD).

In addition, the State legislature has determined that it is State policy to preserve, protect, and where possible, to restore the natural resources of the coastal zone of Hawaii. To this end, certain coastal lands are included within a "Special Management Area." Additional permitting and environmental reviews, administered at the county level, are required for a development within a Special Management Area. The fast land portion of the HYC leased area is within the Special Management Area (SMA) (Figure 4).

1.3.2 Project Requirements

The location of the HYC within the Waikiki Special District and the Special Management Area means that the proposed work triggers environmental review according to Hawaii Revised Statutes Chapter 343, Hawaii's Environmental Impact Statement law. This Environmental Assessment (EA) is intended to satisfy that requirement.

In addition, development within the Waikiki Special District (WSD) and SMA is subject to special permitting requirements. When the HYC was constructed in 1958, the Waikiki Special District did not exist; building standards and permitted land uses were more relaxed. The yacht club was a permitted use of the land at that time, however, under current LUO regulations, the yacht club's classification as a meeting facility is a non-conforming use within the Public Precinct of the WSD. Work on a non-conforming use structure is limited to ordinary repairs, which may include work required to comply with the ADA. The Honolulu Department of Planning and Permitting has determined that the project will require, in addition to this EA, a Major Special Management Area Use

Permit, a Minor Waikiki Special District Permit and an administrative waiver for the elevator.

CHAPTER 2 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 Hawaii Yacht Club Facilities and Functions

The HYC is chartered as a non-profit organization under the laws of the State of Hawaii. Its stated objective is "...to promote the sports of yacht racing, cruising, fishing, motor boating, and other marine activities, and to afford its members opportunities for participation in these activities" (HYC Constitution, Article III). Membership in the club is open to any person professing an interest in these activities and who will share in the responsibilities of the club and in its spirit of good sportsmanship, regardless of race, religion or national origin (HYC Constitution, Article V).

Despite the fact that club has but 28 slips, the HYC has 654 regular members and about 1,000 associate, corporate and honorary members. Some members have boats in State-controlled slips elsewhere in the harbor. The HYC organizes a number of sailing and fishing events, all of which are open to public participation. The most visible event is the *Friday night sailboat races* offshore of Waikiki. The club also hosts about 10 fishing tournaments each year. Annually, the club hosts the *Senoritas'* and the *Hoolea* fishing tournaments. Founded in 1980, the *Senoritas'* is Hawaii's oldest women-only fishing tournament. The *Hoolea*, co-hosted with the Waikiki Yacht Club, is 16 years old and has attracted as many as 98 boats.

Every odd-numbered year, the HYC is the host for the *Trans-Pacific Yacht Race* (TransPac), in which sailboats of many different size classes race from Long Beach, California to Diamond Head. The HYC's hospitality is also well known throughout the Pacific sailing community. HYC's "Aloha Dock" is often the first stop in Hawaii for yachts cruising the Pacific.

The HYC is involved in a number of community service projects. In addition to its youth sailing program, it annually sponsors a "keiki" fishing tournament, where members host up to 225 children on their boats. For the past 13 years, the club has sponsored its "Goodwill Tournament," which gives disabled individuals an opportunity to participate in an offshore adventure.

The HYC works with at-risk youths through its association with Hawaii Youth Maritime Outreach (HYMO), and awards scholarships to promising marine technicians to attend the University of Hawaii's Maritime Training Facility.

The club has an active USCG Auxiliary flotilla, which offers instruction in vessel operations and safety, provides courtesy safety inspections of recreational vessels, and participates in numerous rescue actions.

The HYC clubhouse is frequently offered for use for harbor-wide meetings.

2.2 The Proposed Project

The proposed project involves addition of an elevator and renovations to the first floor restrooms to comply with ADA requirements.

2.2.1 Site Work and Dewatering

The only significant site work required for the renovations is excavation of the elevator pit. The pit will be about 4.5 to 5 feet deep. The contractor will encounter water at about -3 feet, so there will be about 1.5 to 2 feet of water in the pit, depending on tidal state. The pit will be about two feet wider on all sides than the elevator itself, to allow workers room to maneuver. Thus, the pit will be about 12' x 13'.

Two alternative methods are available for construction of the elevator pit. In either method, some amount of dewatering will be required. If the footing and sides (about four feet high) are precast, dewatering will be required while a mortar base is placed at the bottom of the pit and the precast footing and sides are lowered into the pit and waterproofed. Alternatively, the footing and sides could be poured in place, in which case dewatering would be required throughout the operation. In any event, the dewatering effluent will be disposed of into another on-site pit or trucked to an appropriate off-site disposal location depending on the selected contractor's preference. No dewatering effluent will be released into coastal waters.

2.2.2 Demolition

Demolition activities will be limited to 1) removal of the existing stairs to the second floor along with part of the surrounding structure, and 2) the existing exterior wall and interior partitions of the first floor men's and women's restrooms. Debris will be predominantly broken concrete and CMU, which will be disposed of as solid waste into the Waimanalo Gulch landfill. Asbestos or other hazardous materials are not expected to be encountered.

2.2.3 New Structures

In the tabbed section labeled "Figures," are three sets of drawings, renderings and photographs that document the existing club facility and the proposed changes. Figure 7 shows the first (Figure 7a) and second (Figure 7b) floor plans with the areas to be altered outlined. Figure 7c shows the new exterior elevations from various viewpoints. Figure 8 (a-d) shows a series of photographs of the existing club facilities, and Figure 9 (a-g) consists of a series of artist's renderings of the renovated structure from several vantage points.

2.2.4 Cost and Scheduling

The estimated value of the work exceeds \$125,000, thus necessitating the Major SMA Use Permit. The work is scheduled to begin in early 2003 and be completed within 12 months.

2.3 Future Operational Characteristics

2.3.1 Utility Requirements

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 Waikiki is distributed primarily from HECO's Pukele Substation in Palolo Valley. In the vicinity of the project area, HECO maintains a grid of underground distribution lines consisting of 3-, 4-, and 5-inch conduits.

The renovated facilities will require additional electrical power, due to the demands of the elevator motor. The existing electrical service has been inadequate for many years, so the club is taking this opportunity to rectify that situation as well as provide the additional power for the elevator. The existing 37 KVA transformer will be replaced with a 167.5 KVA unit.

Water (Board of Water Supply), telephone (Verizon of Hawaii) and cable television (Oceanic Cable) service will not be affected by the proposed work.

2.3.2 Waste Disposal

The demand for water and wastewater disposal will not change, and in fact may decrease due to installation of the low flow fixtures now required in Honolulu. The sewer connection, however, will be brought up to code with new pipe.

Solid waste is collected by a commercial firm. The club recycles glass and aluminum. There will be no change to these functions.

2.4 Alternatives Considered and Rejected

The "no action," or status quo alternative was considered and rejected because it would continue the current non-compliance with ADA-based regulations and limitation of disabled members and guests full use of the facilities.

The alternative of accomplishing the necessary renovations entirely within the existing building structure was also considered. This alternative was rejected because, first, the existing first floor restrooms are located between an existing galley (Ewa side) and the club's administrative offices (Diamond Head side). Lateral expansion is therefore not feasible. Expansion of the restrooms further into the club's interior would interfere with the main circulation space connecting the main entrance with the first floor lounge

beyond. Second, attempting to place the new elevator and lobby within the confines of the existing building would seriously hinder the functionality of the remaining space, which is already too small to accommodate some functions. For example, fishing tournament banquets must be set up on the lawn outside the building to accommodate the number of attendees.

CHAPTER 3 DESCRIPTION OF THE AFFECTED ENVIRONMENT, POTENTIAL IMPACTS AND MITIGATION MEASURES

3.1 Geology, Soils and Topography

Waikiki 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 Oahu soil survey, most of Waikiki is underlain by jaucus sands which are characterized as well-drained calcareous soils developed from coral and seashells found on coastal plains near the ocean (Foote, et al., 1972).

As shown on Figure 5, both Mole "A" and Mole "B" to seaward, as well as all of the lands surrounding the harbor, consist of fill placed many years ago. The only other soil type in the immediate vicinity of the harbor is beach sand around the Hilton Lagoon and at the Magic Island beach. The yacht club site gently slopes to the water on three sides, with the elevation at the building about three feet above mean sea level (MSL).

The proposed project will not negatively affect, nor will it be affected by the geology, topography or soils of the site. About 780 cubic feet of soil will be removed for the elevator pit. When installation of the elevator is complete, about 420 cubic feet of soil will be used to backfill around the elevator foundation, leaving about 360 cubic feet of soil to be disposed of off-site. No mitigation of this unavoidable impact is planned.

3.2 Natural Hazards

The Flood Insurance Rate Map (FIRM) shows that the site would be inundated by the 100-year flood (see Figure 6). The yacht harbor is within Zone A where flood depths are undetermined. Maximum runup in nearby areas, however, has been about five feet above MSL. A Flood Hazard Study of the site was requested from the U.S. Army Corps of Engineers and their report is included as Appendix B.

The site is also within the Tsunami Evacuation Zone. Historical evidence, however, shows that the south shore of Oahu, and particularly Waikiki, has been minimally affected by tsunamis. There is no record of any harm to people or damage to property in the area due to tsunamis.

Hawaii is occasionally impacted by a hurricane. Hurricanes are tropical cyclones in the eastern and central Pacific having winds in excess of 74 miles per hour. The hurricane season extends from June to December. Less violent tropical storms have winds of 39-73 mph, but can also bring heavy rains and thunderstorms. The major hazards posed by these storms include violent winds, torrential rainfall, flooding, storm surge and high surf.

Hawaii is also susceptible to earthquakes. Most earthquakes in Hawaii are directly related to volcanic activity, and consequently are most frequent beneath Kilauea and Mauna Loa, on the island of Hawaii. Other parts of the State however, including Oahu, occasionally also experience earthquakes. To categorize the risk and establish appropriate building codes, in 1997 the U.S. Geological Survey completed a seismic-hazards assessment for the counties of Hawaii. Oahu was assigned to Seismic Zone 2A. The Uniform Building Code (UBC) projects that an area in Zone 2A could experience seismic activity between 0.075 and 0.10 g (the earth's gravitational acceleration). In comparison, the island of Hawaii is designated as Zone 4, the highest seismic zonation. Severe seismic activity with forces of 0.3-0.4 g could be experienced there.

The HYC could be affected by a severe storm, tsunami or earthquake. Mitigation will take the form of compliance with applicable building codes, which incorporate the UBC seismic zonation. Beyond that, the club maintains in effect insurance policies to reduce the economic impact of a natural disaster, including flood.

3.3 Climate and Air Quality

3.3.1 Climate

Northeasterly tradewinds prevail over Oahu during all months of the year. The annual average wind speed in Waikiki ranges from 9-11 miles per hour. As moist tradewinds approach the Koolau Mountains from the northeast, orographic lifting cools the air, and rain falls on the mountains. As a result, leeward areas of Oahu including Waikiki are generally sunny and dry. However, with the shift of wind patterns during the winter months, Waikiki 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 this rainfall. Thus, most of the rainfall in Waikiki occurs between the months of November through January, with an average high of 3.87 inches in December. The driest periods in Waikiki are between the months of June through August, with an average low of 0.67 inches. Waikiki has an average annual rainfall of 23 inches.

The annual average temperature in Waikiki ranges from the high-60s °F (degrees Fahrenheit) to the mid-80s °F. The average monthly low temperature is 64 °F in January and the average high temperature is 88 °F in August and September.

3.3.2 Air Quality

The U.S. Environmental Protection Agency (EPA) has promulgated National Ambient Air Quality Standards (NAAQS) for sulfur dioxide (SO₂), particulate matter less than or equal to 10 microns in aerodynamic diameter (PM₁₀), nitrogen dioxide (NO₂), carbon monoxide (CO), lead (Pb), and ozone (O₃). These are commonly termed the "criteria pollutants." In July 1997, the EPA revised the NAAQS for O₃ and PM₁₀ and promulgated a NAAQS for particulate matter less than or equal to 2.5 microns in aerodynamic diameter (PM_{2.5}) (40 CFR 50). Two levels of protection are provided by the NAAQS. Primary NAAQS were set at levels to protect public health, while secondary NAAQS

were established at levels designed to protect public welfare, including agricultural crops, building materials, national parks and forests. Similarly, the State of Hawaii has promulgated its own ambient air quality standards that were patterned after the NAAQS (HAR §11-59). The State Ambient Air Quality Standards (SAAQS) are more stringent than the NAAQS for three pollutants: NO₂, CO and O₃. The State of Hawaii also promulgated a 1-hour ambient standard for hydrogen sulfide (H₂S). Table 1 summarizes the NAAQS and SAAQS.

**Table 1
National and State Ambient Air Quality Standards**

Pollutant	Averaging Time	SAAQS	NAAQS	
			Primary	Secondary
Ozone ¹	1 Hour	100 µg/m ³	0.12 ppm (235 µg/m ³)	Same as Primary Std.
	8 Hours	-	0.08 ppm (157 µg/m ³)	Same as Primary Std.
Carbon Monoxide	8 Hours	5,000 µg/m ³	9.0 ppm (10 mg/m ³)	-
	1 Hour	10,000 µg/m ³	35 ppm (40 mg/m ³)	-
Nitrogen Dioxide	Annual	70 µg/m ³	0.053 ppm (100 µg/m ³)	Same as Primary Std.
Sulfur Dioxide	Annual	80 µg/m ³	0.03 ppm (80 µg/m ³)	-
	24 Hours	365 µg/m ³	0.14 ppm (365 µg/m ³)	-
	3 Hours	1300 µg/m ³	-	0.5 ppm (1300 µg/m ³)
Hydrogen Sulfide	1 Hour	35 µg/m ³	-	-
Suspended Particulate Matter (PM ₁₀) ²	24 Hours	150 µg/m ³	150 µg/m ³	Same as Primary Std.
	Annual	50 µg/m ³	50 µg/m ³	Same as Primary Std.
Suspended Particulate Matter (PM _{2.5}) ³	24 Hours	-	65 µg/m ³	Same as Primary Std.
	Annual	-	15 µg/m ³	Same as Primary Std.
Lead	Calendar Quarter	1.5 µg/m ³	1.5 µg/m ³	Same as Primary Std.

Notes:

1. Compliance with the 8-hour standard is based on the three-year average of the fourth highest daily maximum 8-hour concentrations.
2. Compliance with the revised 24-hour standard is based on the 99th percentile of 24-hour concentrations, averaged over three years.
3. Compliance with the 24-hour standard is based on the 98th percentile of 24-hour concentrations in a year, averaged over three years. Compliance with the annual average is based on the three-year average of the annual arithmetic mean.

The Island of Oahu has been designated by the U.S. EPA as either meeting the NAAQS or being unclassifiable for SO₂, CO, NO₂ and O₃ (40 CFR Part 81.312).

The State of Hawaii currently maintains and operates a network of nine National Air Monitoring Stations/State and Local Air Monitoring Stations (NAMS/SLAMS) on the Island of Oahu. In general, both national and State standards are being met throughout the State. Exceedances of the State standards are primarily associated with elevated carbon monoxide concentrations resulting from vehicular tailpipe emissions at problem intersections or roadways under certain weather conditions.

In 1997, the Hazard Evaluation and Emergency Response (HEER) Office of the Hawaii Department of Health (DOH, 1997a) investigated the health effects associated with elevated levels of the six criteria pollutants. The levels of these substances measured by HEER were found to be typical of coastal urban areas of the United States, and did not indicate any potential short-term (acute) or long-term (chronic) health hazards.

Air quality in the vicinity of the harbor can be affected by vehicle emissions from the busy Waikiki area, and from odors sometimes emanating from the Ala Wai Canal after heavy rains. Tradewinds from the northeast blow through the area about 70 percent of the time. Weaker "Kona" winds from the south occur about 15 percent of the time, so that generally the area is adequately ventilated. Calm periods occur only about five percent of the time.

Construction activities associated with the proposed project would produce air pollutants mainly from two different types of sources: exhaust emissions from construction equipment and vehicles, and fugitive dust emissions due to earth movement. The emissions associated with construction activities are, by their nature, of short-term duration, and would cease upon completion of project build-out. The very limited amount of earth movement anticipated and the few vehicles and pieces of equipment to be employed will produce little fugitive dust or exhaust emissions during construction. If dust does become a nuisance, as mitigation, the contractor will water the disturbed area.

The additional electrical demands from the elevator motor will insignificantly increase emissions from HECO's generating facilities.

3.4 Traffic and Parking

Regional access to the site is provided by the Lunalilo Freeway (H-1) via Pensacola Street, Kapiolani Boulevard, and Ala Moana Boulevard. The major arterial closest to the harbor is Ala Moana Boulevard, a state highway that runs in the east-west direction past the harbor. It provides six lanes, three in each direction near the site. The roadway has a raised median in the vicinity of the project with no parking permitted on either side.

Vehicular access to the HYC is by the single lane roadway that encircles Mole "A." Unmetered public parking spaces are aligned along both sides of the roadway, parallel spaces outboard, and diagonal spaces inboard. There is no private or reserved parking for HYC members or guests; although those keeping boats in the harbor can buy parking permits allowing them access to a limited number of reserved spaces. Other spaces are filled on a first come-first served basis by club visitors, harbor live-aboards and their

guests, as well as general harbor and nearby beach users. Parking is inadequate, especially during the prime evening hours and on weekends. The club has arranged weekend evening access to additional parking in a lot next to the Harbormaster's office.

The project will generate trips to the site by engineers, contractors, suppliers and inspectors. These trips, however, will be during the day on weekdays, outside of peak traffic hours, and are not expected to decrease the level of service of roadways in the area. The project will also create additional demand for parking. Again, this will occur during weekday working hours when demand is relatively low and numerous spaces are typically vacant, not during the evening hours when demand for parking spaces sometimes exceeds the supply. No traffic or parking mitigation is necessary or planned.

3.5 Noise

Noise is generally defined as loud, unpleasant, unexpected or undesired sound that is typically associated with human activity and which interferes with or disrupts normal activities. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, the perceived importance of the noise and its appropriateness in the setting, the time of day and the type of activity during which the noise occurs, and the sensitivity of the individual.

Sound is a physical phenomenon consisting of minute vibrations, which travel through a medium, such as air, and are sensed by the human ear. Sound is generally characterized by a number of variables including frequency and intensity. Frequency describes the sound's pitch and is measured in Hertz (Hz), while intensity describes the sound's loudness and is measured in decibels (dB). Decibels are measured using a logarithmic scale. A sound level of 0 dB is approximately the threshold of human hearing and is barely audible under extremely quiet listening conditions. Normal speech has a sound level of approximately 60 dB. Sound levels above about 120 dB begin to be felt inside the human ear as discomfort and eventually pain at still higher levels. The minimum change in the sound level of individual events that an average human ear can detect is about 3 dB. A change in sound level of about 10 dB is usually perceived by the average person as a doubling (or halving) of the sound's loudness, and this relation holds true for loud sounds and for quieter sounds.

The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound according to a weighting system that reflects that human hearing is less sensitive at low frequencies and extremely high frequencies than at the mid-range frequencies. This is called "A" weighting, and the decibel level measured is called the A-weighted sound level (dBA).

Although the A-weighted sound level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources that create a

relatively steady background noise in which no particular source is identifiable. A single descriptor called the Leq (equivalent sound level) is used. Leq is the energy-mean A-weighted sound level during a measured time interval. It is the "equivalent" constant sound level that would have to be produced by a given source to equal the fluctuating level measured.

Many local communities and the federal government use 24-hour noise descriptors to regulate environmental noise from transportation noise sources; 24-hour descriptors take into account human sensitivity to nighttime noise by weighting average hourly nighttime sound levels prior to averaging all 24 hours of noise data. The day-night average noise level (Ldn) is such a descriptor. The Ldn adds 10 dBA to noise generated between 10:00 p.m. and 7:00 a.m. A comparison of sound levels and noise environments is presented in Table 2.

Some land uses are considered sensitive to noise. Noise sensitive receptors are land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise. They often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities and libraries.

Vehicular traffic on roadways is the dominant noise source in the vicinity of the project. Other background noise includes the sounds of the ocean, boats in the harbor, and people playing in the park across the harbor.

Construction noise associated with the project would have the ability to raise ambient sound levels. Operational noise associated with the project (the elevator) could raise ambient sound levels in the immediate vicinity.

TABLE 2

Sound Levels of Typical Noise Sources and Noise Environments (A-Weighted Sound Levels)

Noise Source (at a Given Distance)	Scale of A-Weighted Sound Level in Decibels	Noise Environment	Human Judgment of Noise Loudness (Relative to a Reference Loudness of 70 Decibels*)
Military Jet Take-off with After-burner (50 ft)	140		
Civil Defense Siren (100 ft)	130	Carrier Flight Deck	
Commercial Jet Take-off (200 ft)	120		<u>Threshold of Pain</u> *32 times as loud
Pile Driver (50 ft)	110	Rock Music Concert	*16 times as loud
Ambulance Siren (100 ft)	100		<u>Very Loud</u> *8 times as loud
Newspaper Press (5 ft)			
Power Lawn Mower (3 ft)			
Motorcycle (25 ft)	90	Boiler Room	*4 times as loud
Propeller Plane Flyover (1,000 ft)		Printing Press Plant	
Diesel Truck, 40 mph (50 ft)			
Garbage Disposal (3 ft)	80	High Urban Ambient Sound	*2 times as loud
Passenger Car, 65 mph (25 ft)			<u>Moderately Loud</u> *70 decibels (Reference Loudness)
Living Room Stereo (15 ft)	70		
Vacuum Cleaner (3 ft)			
Electronic Typewriter (10 ft)			
Normal Conversation (5 ft)	60	Data Processing Center	*1/2 as loud
Air Conditioning Unit (100 ft)		Department Store	
Light Traffic (100 ft)	50	Private Business Office	*1/4 as loud
Bird Calls (distant)	40	Lower Limit of Urban Ambient Sound	<u>Quiet</u> *1/8 as loud
Soft Whisper (5 ft)	30	Quiet Bedroom	
	20	Recording Studio	<u>Just Audible</u>
	10		<u>Threshold of Hearing</u>
	0		

Source: Compiled by URS Corporation.

The State of Hawaii has adopted standards to limit noise from stationary and construction noise sources (Hawaii Administrative Rules, Chapter 46).

The maximum permissible sound levels for stationary noise sources are summarized in Table 3. The applicable limits are a function of the zoning district and the time of day. The sound levels are measured at any point at or beyond the property line of the noise source. The noise level shall not exceed the maximum permissible sound level for more than ten percent of the time within any twenty-minute period. The HYC is in Class B where the noise levels are 60 dBA during the day and 50 dBA at night. The elevator will operate at noise levels well below these limits.

**Table 3
 Maximum Permissible Sound Levels**

Zoning District	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Class A	55 dBA	45 dBA
Class B	60 dBA	50 dBA
Class C	70 dBA	70 dBA

Class A Zoning District: Includes all areas equivalent to lands zoned residential.

Class B Zoning District: Includes all areas equivalent to lands zoned for multi-family dwellings, apartments, business, commercial, hotel, resort or similar type.

Class C Zoning District: Includes all areas equivalent to lands zoned agriculture, country, industrial, or similar type.

No specific sound level limit has been established for construction during the permitted hours, but working hours are restricted. Construction activity is permitted between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and 9:00 a.m. and 6:00 p.m., on Saturday.

Project construction would result in a temporary increase in the ambient noise level in the vicinity of the construction activity. Noise would result from the operation of construction equipment and, to a lesser degree, by vehicle traffic traveling to and from the construction area. The project is a small one as construction projects go, with few pieces of mechanized equipment to be used. Most of the noise will arise from power hand tools. There are no sensitive receptors close to the site. The primary noise mitigating measures will be the timing of construction activities to avoid nighttime hours when live-aboard residents of the harbor and residents of nearby hotels and apartments would be more easily disturbed.

3.6 Water Resources

There are no surface water resources on the site. Saline groundwater underlies the site and water levels oscillate with the tides.

Waters in the harbor are classified "A" (embayment/artificial basin) in State water quality regulations (HRS, Chapter 54). The Ala Wai Boat Harbor marine bottom ecosystem is in Class II. The objective of these classifications is that their use for protection including propagation of fish, shellfish, and wildlife, and for recreational purposes not be limited in any way. Waters immediately outside the harbor are classified "A" (open coastal) in the State Water Quality Regulations. It is the objective of this class of marine waters that their use for recreational purposes and aesthetic enjoyment be protected.

The quality of water in the harbor is strongly influenced by discharges from the Ala Wai Canal. The canal drains the 16.3 square mile watershed inland of Waikiki, and its waters are severely impacted by human activities. A number of urban pollutants have been found in the waters and sediments of the Ala Wai Canal. Sediments contain heavy metals including lead, copper, chromium, nickel, cadmium, zinc and mercury. Also present are the pesticides chlordane, heptachlor, dieldrin, DDT, DDD, and DDE, as well as PCBs (polychlorinated biphenyls), PAHs (polycyclic aromatic hydrocarbons) and phthalates. Sources of these pollutants include nearshore marine waters of the Ala Wai Boat Harbor (discharges from the dry dock in the harbor are specifically permitted in the water quality regulations), stream flow inputs, overland flow, storm drain flow, atmospheric deposition and rainfall, uncontrolled dumping and spills, discharge of new sediments, and resuspension of accumulated sediments (Belt Collins Hawaii, et al., 1998). Testing has shown that pesticide residues are found in the canal's fish, and termiticides and lead are found in its crabs (Noda and Associates, 1992).

The Ala Wai Canal serves as a sedimentation basin for streams draining the canal's watershed. Large quantities of sediment are transported via storm water runoff into the canal, particularly during periods of high intensity rainfall when the waters of the canal and harbor are sometimes turned a muddy brown color. The Manoa-Palolo Drainage Canal is the major tributary of the Ala Wai Canal and is the major source of sediment, trash, and debris.

The Ala Wai Canal is listed as one of four water bodies in the state with severe water quality impairment (DOH, 1997b). It is classified as a Water Quality-Limited Segment (WQLS), which indicates that the subject water body is not expected to meet applicable water quality standards even if point sources of pollution are controlled.

The proposed project is not expected to impact waters of the Ala Wai Boat Harbor, the Ala Wai Canal or open coastal waters outside the harbor. Dewatering of the elevator pit will be necessary, but effluents will be routed into a second pit where sediments will collect while the water percolates through the soil. Alternatively, dewatering effluents may be trucked to an appropriate offsite disposal location.

In the event of a severe storm during construction, the elevator pit could flood and sediments could flow overland to the harbor. This would be an unavoidable, though insignificant, impact given the likely co-occurrence of large quantities of sediment entering the harbor from the Ala Wai Canal.

3.7 Biological Resources

The habitat created by construction of the mole on which the HYC sits is completely artificial. All of the plants present are common species used in landscaping in the islands. Trees present include coconuts (*Cocos nucifera*), Norfolk Island pine (*Araucaria heterophylla*), strawberry guava (*Psidium cattleianum*), banana (*Musa acuminata*), umbrella tree (*Schefflera* sp.), plumeria (*Plumeria rubra*) and paperbark (*Broussonetia papyrifera*). Other plants include bougainvillea (*Bougainvillea* sp.), ti (*Cordyline terminalis*), chili pepper (*Capsicum* sp.), hibiscus (*Hibiscus* sp.), croton (*Codiaeum variegatum*), torch ginger (*Nicolaia elatior*), white ginger (*Hedychium coronarium*), tiare (*Gardenia taitensis*), mock orange (*Choisya ternata*), and asparagus fern (*Asparagus* sp.). Also present are the lawai fern, several ornamental palm species, various potted plants and an herb garden supplying the galley with fresh herbs.

None of the plants found on the site is officially listed as a threatened or endangered species; nor are any of the plant species proposed or candidate for such status. Similarly, none of the trees found on the site has been designated as Exceptional under the City and County of Honolulu's Exceptional Tree Ordinance, nor have any been nominated by the Arborist Advisory Committee.

Terrestrial fauna on the site and within the near vicinity is limited to rats, mice, and pet cats. Avifauna that are found on the site include the Common Mynah (*Acridotheres tristis*), bulbuls (*Pycnonotus* sp.), Red-crested Cardinals (*Paroaria coronata*), pigeons, House Finches (*Carpodacus mexicanus*), and various doves and sparrows. These are common birds found throughout the urban areas of Honolulu. There are no rare, threatened or endangered species on the site.

No seabirds or migratory birds have been observed on the site (Personal communication, A. Bento, HYC Commodore, 7/11/02). This is not surprising given the lack of appropriate habitat and the high level of human activity.

Threatened green turtles (*Chelonia mydas*) are frequently seen in the harbor, and endangered hawksbill turtles (*Eretmochelys imbricata*) have been reported in the area. Offshore, endangered humpback whales (*Megaptera novaeangliae*) are seen during their winter visits to Hawaii.

Twenty-one fish species and five crab species were found to occur in the Ala Wai Canal in the early 1970s (Miller, 1975.) Of these species, six fish species and two crab species were in sufficient abundance to be of recreational importance. These are the awa (*Chanos chanos*), awa aua or lady fish (*Elops hawaiiensis*), ama'ama or mullet (*Mugil cephalus*), papio (*Caranx* sp.), kaku (*Sphyraena barracuda*), African cichlid (*Tilapia mozambiqua*),

Hawaiian swimming crab (*Podophthalmus vigil*), and blue claw crab (*Thalamita crenata*). These species are indigenous with the exception of the introduced tilapia. None have protected status.

There is a designated Hawaiian Islands Humpback Whale National Marine Sanctuary that includes ocean waters along the south coast of Oahu from Magic Island to Makapuu Point. Humpback whales, an endangered species, migrate to the Hawaiian Islands for reproduction, and the highest densities of whales occur between December and March. The marine sanctuary does not create new regulations for the designated area, but encourages uses of the sanctuary compatible with existing protections (NOAA and DBEDT, 1997).

The proposed project will disturb a portion of the grassed lawn at the front of the club building and a landscaped planter adjacent to the front stairs. All plants affected are common, introduced species used in landscaping in Hawaii. No protected species are present or will be affected. The affected areas do not provide habitat for any protected species of birds or other wildlife.

No effluent discharges to marine waters are anticipated, so protected marine species (turtles) will not be affected. In the severe storm during construction scenario, with sediments being released into the harbor from the overflowing elevator pit, the HYC's contribution to the sediment load exiting the harbor mouth would be insignificant.

3.8 Historic, Cultural and Archaeological Resources

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 Mailikukahi, ruling alii of Oahu in the 14th century. Born in Waikiki, Mailikukahi was the first alii to be selected by a council of Oahu chiefs as ruler, whereupon he chose Waikiki as his seat of government. Mailikukahi was the first alii to bring Oahu under one rule, developing and implementing a land management policy.

The rich cultural legacy of Waikiki continued throughout the centuries. Native Hawaiian oral tradition cites Kalamakua, ruling chief of Oahu 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 loi, agricultural terraces. These systems used the natural gravity flow of water from upland sources in Manoa and Palolo valleys. The abundance of flowing water from an immense water distribution system created the opportunities to raise fish in the lowlands of Waikiki.

Within 25 years of initial western contact, there was a dramatic decline in the agricultural productivity in Waikiki. Diseases introduced by European explorers created a substantial impact upon the production labor of the vast agricultural lands of Waikiki. Chinese immigrant laborers were employed to produce rice in former taro fields and cultivate fish and ducks in the fishponds.

Within the first decade of the 20th century, the mauka portion of Waikiki began to be developed for housing. 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 fishponds and taro fields in an effort to create usable land specifically for housing developments.

The Ala Wai Canal (constructed between 1921 and 1928) and the Kalakaua Avenue Bridge (constructed in 1929) were declared eligible for the National Register of Historic Places on October 28, 1985. The Ala Wai Canal is significant for its pivotal role in the development of Waikiki and its contribution to the development of the State's tourism-based economy. With construction of the canal, 625 acres of wetland were drained and filled and runoff was diverted away from Waikiki beaches.

Ala Moana Beach Park was listed on the Hawaii Register as part of the "City and County of Honolulu Art Deco Parks and Playgrounds" thematic grouping on June 9, 1988.

Neither the Ala Wai Canal, nor any part or structure of Ala Moana Park will be affected by the proposed project. The Hawaii Yacht Club building was itself constructed in 1958, and does not yet qualify for nomination to either the National or State Registers of Historic Places. The harbor and its moles were constructed after completion of the Ala Wai Canal in the 1920s and therefore, in their present form, are not sites of traditional use by Native Hawaiians. The moles were created by filling with rubble and marine sediments, and therefore no archaeological remains or burials are expected to exist beneath the site.

3.9 Visual Resources

The objectives of the Waikiki Special District described in the LUO include the following:

Maintain, and improve where possible: mauka views from public viewing areas in Waikiki, especially from public streets; and a visual relationship with the ocean, as experienced from Kalakaua Avenue, Kalia Road and Ala Moana Boulevard.

The LUO also identifies significant public views of Waikiki landmarks, the ocean and the mountains from public vantage points. Relevant view corridors include:

- ◆ Intermittent ocean views from...the Ala Wai Bridge on Ala Moana Boulevard;
- ◆ Ocean views from Ala Wai Yacht Harbor; and
- ◆ Views of the Ala Wai Yacht Harbor from Ala Moana Park (Magic Island Park).

Public views, as defined in the City and County of Honolulu's Development Plan (DP) Common Provisions, include "views along streets and highways, mauka-makai view corridors, panoramic and significant landmark views from public places, views of natural

features, heritage resources, and other landmarks, and view corridors between significant landmarks (§24-1.4, Revised Ordinances of Honolulu.). Important views to be protected on Oahu, as identified in the Special Provisions for the Primary Urban Center DP, are "panoramic, mauka and makai and continuous views of the Koolau and Waianae mountain ranges, ridges, valleys, and coastline and the sea," and "views of natural landmarks, such as Diamond Head, Punchbowl, Pearl Harbor, and major streams and forest areas." (§24-2.2(2)(A) and (B), Revised Ordinances of Honolulu)

The roof of the second floor elevator lobby will be at the same elevation as the existing roof. The elevator shaft will extend 11'8" above the existing roofline of the HYC clubhouse. This will be on the Diamond Head side of the building. That side of the building is not visible from the Ala Wai Bridge, so views of the ocean from the bridge will not be affected. Visually, the immediate area is dominated by the numerous masts extending up from sailboats docked along the mauka and makai sides of the clubhouse. Views from across the harbor toward the ocean will be insignificantly altered.

3.10 Recreational Resources

The Ala Wai Canal is the most heavily used inland waterway in the State for recreational activities. The majority of these activities involve paddling in six-person outrigger canoes, one-person outrigger canoes, surf ski kayaks, flat water kayaks, recreational kayaks, and rowing sculls. Due to paddling activities alone, the canal is in constant use every day of the year. The most intense period of use occurs during the short course canoe racing season from May to August. In addition to the daily and seasonal uses of the canal, several annual special events are important cultural, social, or fund-raising activities.

Activities occurring in the Ala Wai Channel and Boat Harbor seaward of the canal are sailing, paddling, SCUBA diving and surfing. This entire area is part of the Waikiki Ocean Waters Restricted Zones Ocean Recreation Management Area (ORMA), extending from Magic Island to Diamond Head. Junior sailing programs take place in the channel. The junior sailing programs on water safety and basic boating are held by both the Hawaii Yacht Club and Waikiki Yacht Club, and take place in the harbor between the Hawaii Yacht Club and Magic Island.

Commercial introductory SCUBA diving tours occur on an intensive basis at the seaward end of Magic Island. In addition, the fringing reef on the east side of the Ala Wai Channel, called Ala Moana Bowl, is one of the best surfing sites on Oahu's south shore, and is a popular competition site.

In addition to the above activities, canoe paddling and fishing occur within the harbor and adjacent to Magic Island. A canoe launch site is located at Magic Island, near Ala Moana Park Drive.

Work on the proposed project will not affect any of the above recreational activities. Physically, only the HYC property will be affected, but none of its on-going programs will suffer any disruption.

3.11 Social and Economic Systems

3.11.1 Demographics

In 2000, an estimated 19,720 persons resided in Waikiki. An average of 75,570 visitors was present on a daily basis, resulting in a 2000 de facto population of 95,290 persons. After rapid population increases in each decade from the 1960s through the 1980s, the 1990s saw a slight decrease in Waikiki's resident and visitor populations.

The proposed project will not affect Waikiki's demographics.

3.11.2 Economics

Waikiki has been and continues to be a major economic force for the State and the City and County of Honolulu. Waikiki's hotels, visitor attractions, and natural resources draw the bulk of tourists who visit Oahu. In 1999, of the approximately \$5.8 billion spent by Oahu visitors, \$5 billion, or 86.2 percent was spent in Waikiki. Approximately 38,300 people are employed in Waikiki.

According to the City and County of Honolulu (1996) "...Waikiki generates 45 percent of all State visitor expenditures, nearly \$4.9 billion annually." It generates 60 percent of all hotel room taxes, 16 percent of our State's gross excise tax and 14 percent of the City real property taxes. It comprises 18 percent of the gross state product.

The project will create temporary employment for a small number of people involved with the design and construction of the improvements. If the improvements serve to permit additional disabled clientele access to the club's dining facilities, the club will realize a small positive economic benefit.

The club currently employs 34 people, although many of these are part-time workers in the galley. The project will not affect club employment.

CHAPTER 4 RATIONALE FOR DETERMINATION

This Chapter discusses the project in relation to four sets of criteria, policies and guidelines established by State and county agencies to assess the desirability of implementing a project, program or policy. In Section 4.1 the environmental impact significance criteria contained in Chapter 343, HRS, are discussed to demonstrate that the project will have no significant adverse impacts on any component of the environment. Imbedded in that discussion is consideration of the State's environmental policy and guidelines as expressed in Chapter 344, HRS. In Section 4.2 the project is discussed in the context of the objectives and policies of the State's Coastal Zone Management Program. In Section 4.3, the project is discussed in terms of the Special Management Area Guidelines.

4.1 Environmental Assessment Significance Criteria

The proposed project is not expected to have a significant impact on any component of the environment, as described in the following discussions of the significance criteria included in HAR, Chapter 200, Hawaii's EIS Rules.

(1) Involves an irrevocable commitment to loss or destruction of any natural or cultural resource;

Natural resources that will be destroyed by the project include a small grassed area to be used for dewatering effluent and a planter with introduced plants commonly used in landscaping in Hawaii. The grassed area to be used as a percolation basin will be replanted after use. New landscaping will be added when the elevator construction is finished. The elevator pit will be excavated into reclaimed land that was constructed from marine fill; no cultural resources are expected to be present.

(2) Curtails the range of beneficial uses of the environment;

The proposed project actually increases the range of beneficial uses of the environment by allowing access by disabled persons to the second floor of the HYC.

(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;

The environmental policy and guidelines established in Chapter 344, HRS, are stated below and discussed with reference to the proposed additions and renovations of the HYC.

[§344-3] Environmental policy. It shall be the policy of the State, through its programs, authorities, and resources to:

(1) *Conserve the natural resources, so that land, water, mineral, visual, air and other natural resources are protected by controlling pollution, by preserving or augmenting natural resources, and by safeguarding the State's unique natural environmental characteristics in a manner which will foster and promote the general welfare, create and maintain conditions under which humanity and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of the people of Hawaii.*

Measures to be taken to prevent sediments entrained in dewatering effluent from reaching marine waters will control pollution and conserve natural resources. The project, based in ADA compliance, will help satisfy social and legal responsibilities to members and guests of the HYC, and perhaps generate economic benefits to the club and the community without compromising environmental quality.

(2) *Enhance the quality of life by:*
(A) *Setting population limits so that the interaction between the natural and artificial environments and the population is mutually beneficial;*

The proposed project will have no direct, indirect or cumulative impact on population.

(B) *Creating opportunities for the residents of Hawaii to improve their quality of life through diverse economic activities which are stable and in balance with the physical and social environments;*

The project would create short-term opportunities for workers in the construction industry, contributing to the stability of that industry and the social environment of the community without adversely impacting the physical environment. It will further allow disabled individuals to improve the quality of their lives through participation in otherwise unavailable social and recreational activities.

(C) *Establishing communities which provide a sense of identity, wise use of land, efficient transportation, and aesthetic and social satisfaction in harmony with the natural environment which is uniquely Hawaiian; and*

The project will encourage a diverse community integrating individuals of differing physical capabilities in a setting conducive to the aesthetic and social enjoyment of the natural environment including views of the Ala Wai Boat Harbor, Magic Island and the sunset over the ocean.

(D) *Establishing a commitment on the part of each person to protect and enhance Hawaii's environment and reduce the drain on nonrenewable resources.*

The proposed project does not include an educational component designed to increase individual awareness of conservation issues. Observation of the mitigation measures to be taken to avoid water pollution will enhance an

awareness of environmental protection. The renovation of the restrooms will enhance water conservation efforts by the installation of low flow fixtures. The installation of the elevator will increase electrical demand and hence increase use of nonrenewable resources. This is offset by the social benefits of fully integrating disabled persons into club activities and functions.

[§344-4] Guidelines. In pursuance of the state policy to conserve the natural resources and enhance the quality of life, all agencies, in the development of programs, shall, insofar as practicable, consider the following guidelines:

(1) Population.

(A) Recognize population impact as a major factor in environmental degradation and adopt guidelines to alleviate this impact and minimize future degradation;

Adoption of such guidelines is an agency function, not something the HYC can accomplish.

(B) Recognize optimum population levels for counties and districts within the State, keeping in mind that these will change with technology and circumstance, and adopt guidelines to limit population to the levels determined.

Adoption of such guidelines is an agency function, not something the HYC can accomplish.

(2) Land, water, mineral, visual, air, and other natural resources.

(A) Encourage management practices which conserve and fully utilize all natural resources;

The natural resources available to the HYC include its leased lands and the many common resources of the offshore ocean waters. The proposed project will allow fuller use of the leased facilities and broader enjoyment, at least visually, of offshore resources.

(B) Promote irrigation and waste water management practices which conserve and fully utilize vital water resources;

Installation of new, low flow fixtures in the renovated restrooms will enhance water conservation.

(C) Promote the recycling of waste water;

There is no opportunity to recycle wastewater on the HYC site. Public health considerations would prohibit reuse of "gray" water.

(D) Encourage management practices which conserve and protect watersheds and water sources, forest, and open space areas;

The HYC has no management responsibilities for watersheds, water sources or forests. There is no potable water resource beneath the site. There is a limited amount of open space around the HYC building that will be preserved. The elevator and lobby area will replace a portion of a formerly paved entryway.

(E) Establish and maintain natural area preserves, wildlife preserves, forest reserves, marine preserves, and unique ecological preserves;

This is a function of government agencies, not something the HYC can do.

(F) Maintain an integrated system of state land use planning which coordinates the state and county general plans.

This is a function of government agencies, not something the HYC can do.

(G) Promote the optimal use of solid wastes through programs of waste prevention, energy resource recovery, and recycling so that all our wastes become utilized.

The proposed project will generate solid wastes in the form of construction debris. In the absence of a construction debris recycling program, these wastes will be landfilled.

(3) Flora and fauna.

(A) Protect endangered species of indigenous plants and animals and introduce new plants or animals only upon assurance of negligible ecological hazard;

The only endangered (and threatened) species that occur in the vicinity of the yacht club are sea turtles. Prevention of sediments entrained in dewatering effluents from reaching marine waters will protect the habitat of these animals.

(B) Foster the planting of native as well as other trees, shrubs, and flowering plants compatible to the enhancement of our environment.

To the extent feasible, disturbed areas around the elevator will be replanted with native species.

(4) Parks, recreation, and open space.

(A) Establish, preserve and maintain scenic, historic, cultural, park and recreation areas, including the shorelines, for public recreational, educational, and scientific uses;

The HYC project will not affect ongoing public recreational, educational or scientific activities, many of which are sponsored by the club itself.

(B) Protect the shorelines of the State from encroachment of artificial improvements, structures, and activities;

The HYC additions and improvements will be made in shoreline areas already developed to support club functions: the elevator in the existing entryway, and the restroom expansions in a storage area. No new shoreline encroachment will occur; no new shoreline activities will result.

(C) Promote open space in view of its natural beauty not only as a natural resource but as an ennobling, living environment for its people.

Increased access for disabled persons to the club's second floor will promote enjoyment of the natural beauty of the harbor and ocean vista to seaward of the club.

(5) Economic development.

(A) Encourage industries in Hawaii which would be in harmony with our environment;

The proposed project directly benefits the construction industry and indirectly benefits elements of the community of marine industries. Either of these industries can be accomplished in harmony with the environment, although generally it is the function of government to establish regulations to insure this happens.

(B) Promote and foster the agricultural industry of the State; and preserve and conserve productive agricultural lands;

The proposed project does not involve agriculture or agricultural lands.

(C) Encourage federal activities in Hawaii to protect the environment;

This is more properly a function of State and local government. As a non-profit corporation, the HYC does not engage in lobbying of federal agencies.

(D) Encourage all industries including the fishing, aquaculture, oceanography, recreation, and forest products industries to protect the environment;

Although not related to the proposed project, the HYC has been a leader locally in the promotion of "catch-and-release" fishing tournaments.

(E) Establish visitor destination areas with planning controls which shall include but not be limited to the number of rooms;

This is a function of government agencies, not something the HYC can do.

(F) Promote and foster the aquaculture industry of the State; and preserve and conserve productive aquacultural lands.

This is a function of government agencies, not something the HYC can do.

(6) Transportation.

(A) Encourage transportation systems in harmony with the lifestyle of the people and environment of the State;

This is a function of government agencies, not something the HYC can do.

(B) Adopt guidelines to alleviate environmental degradation caused by motor vehicles;

This is a function of government agencies, not something the HYC can do.

(C) Encourage public and private vehicles and transportation systems to conserve energy, reduce pollution emission, including noise, and provide safe and convenient accommodations for their users.

This is a function of government agencies, not something the HYC can do.

(7) Energy.

(A) Encourage the efficient use of energy resources.

The proposed project will include installation of low flow fixtures in the restrooms, which will lower water heating costs.

(8) Community life and housing.

(A) Foster lifestyles compatible with the environment; preserve the variety of lifestyles traditional to Hawaii through the design and maintenance of neighborhoods which reflect the culture and mores of the community;

This is a function of government agencies, not something the HYC can do.

(B) Develop communities which provide a sense of identity and social satisfaction in harmony with the environment and provide internal opportunities for shopping, employment, education, and recreation;

While this seems a function of government, the HYC itself sustains a community of members and guests joined by a common appreciation of ocean recreation. The

club provides opportunities for shopping at its "Ship's Store," employment in club administration, retailing and food service, and supports a number of educational programs for children.

(C) Encourage the reduction of environmental pollution which may degrade a community;

The proposed project includes measures to mitigate potential water pollution. In a broader sense, the club occasionally sponsors and participates in clean-ups of the Ala Wai Boat Harbor.

(D) Foster safe, sanitary, and decent homes;

This is a function of government agencies, not something the HYC can do.

(E) Recognize community appearances as major economic and aesthetic assets of the counties and the State; encourage green belts, plantings, and landscape plans and designs in urban areas; and preserve and promote mountain-to-ocean vistas.

The proposed project includes improvement of the structural appearance and landscaping of the front of the clubhouse without degrading significant vistas.

(9) Education and culture.

(A) Foster culture and the arts and promote their linkage to the enhancement of the environment;

There is no linkage of the proposed project to this guideline, although display of marine art and artifacts in the clubhouse fosters an appreciation of the marine environment, its resources and traditions associated with its use.

(B) Encourage both formal and informal environmental education to all age groups.

Although not a component of the proposed project, the HYC does offer educational programs related to fishing, sailing and other forms of marine recreation. In all of these programs good stewardship of environmental resources is stressed.

(10) Citizen participation.

(A) Encourage all individuals in the State to adopt a moral ethic to respect the natural environment; to reduce waste and excessive consumption; and to fulfill the responsibility as trustees of the environment for the present and succeeding generations; and

Although not a component of the proposed project, the HYC does foster respect for the environment through its educational programs and its promotion of "catch-and-release" fishing methods and tournaments.

(B) Provide for expanding citizen participation in the decision making process so it continually embraces more citizens and more issues.

This is a function of government agencies, not something the HYC can do.

(4) Substantially affects the economic or social welfare of the community or state;

The proposed project will have a very limited positive economic and social impact on a small number of individuals: the construction workers involved in the project, and the disabled persons who will be its beneficiaries.

(5) Substantially affects public health;

The project will result in a small amount of dust, air emissions and noise, but these will be well below amounts that could substantially affect public health.

(6) Involves substantial secondary impacts, such as population changes or effects on public facilities;

Secondary effects of the project will be extremely minor and include indirect and induced economic benefits resulting from the direct employment of the construction force and a small increase in consumption of electricity to operate the elevator. The proposed project will have no effects, direct or indirect, on population or public facilities.

(7) Involves a substantial degradation of environmental quality;

The project will result in a small amount of dust, air emissions and noise, but these will be well below amounts that could be considered a substantial degradation of environmental quality.

(8) Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions;

The proposed project is an individual action, not connected to any larger program of development. No other ongoing or planned projects will affect the HYC grounds. Its very limited potential impacts will not exacerbate potential impacts of other developments planned in the vicinity such as dredging of the Ala Wai Canal or construction of nearby hotels.

(9) Substantially affects a rare, threatened, or endangered species, or its habitat;

The only rare, threatened or endangered species that occur in the vicinity of the yacht club are sea turtles. Prevention of sediments entrained in dewatering effluents from reaching marine waters will protect these animals and their habitat.

(10) Detrimentially affects air or water quality or ambient noise levels;

Impacts of the proposed project to air or water quality or ambient noise will be mitigated by adherence to applicable State and federal regulations, which will limit effects to acceptable levels protective of public health and the environment.

(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;

The project site is in the coastal zone. It is susceptible to flooding and tsunami inundation. In the event of a major natural disaster, the club facilities could suffer damage or destruction. The facility, however, has been in place for over 40 years without such damage occurring, so such an occurrence cannot be termed likely.

(12) Substantially affects scenic vistas and viewplanes identified in county or state plans or studies; or,

Section 3.9 discusses visual aspects of the proposed project. The project does not conflict with the objectives of the Waikiki Special District for preservation of views as described in the LUO. Nor does it obstruct the view corridors cited in the LUO or the public views defined in the Development Plan for the Primary Urban Center.

(13) Requires substantial energy consumption.

A moderate amount of electricity and petroleum fuels will be expended in construction of the project. Once operational, the elevator will consume a small amount of electricity daily. Neither the energy consumption during construction or the incremental increase in the HYC's electricity consumption after construction is completed could be termed substantial.

4.2 Coastal Zone Management Objectives and Policies

Analysis of a proposed project with respect to the objectives and policies of Hawaii's Coastal Zone Management Program is required when submitting an environmental assessment that will support a Special Management Area Use Permit application. The proposed HYC additions and renovations will require a Major Special Management Area Use Permit.

Objectives:

- (1) Recreational resources;*
 - (A) Provide coastal recreational opportunities accessible to the public.*

Although the HYC is a membership facility, membership in the club is open to any person professing an interest in its activities and who will share in the responsibilities of the club and in its spirit of good sportsmanship, regardless of race, religion or national origin. In addition, over the course of a year the club offers a number of activities and functions open to the public including its junior sailing program, sailboat races, keiki fishing trips, and fishing tournaments.

(2) *Historic resources;*

(A) *Protect, preserve, and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.*

There are no historic or prehistoric resources on the HYC site due to its having been created by filling with marine sediments.

(3) *Scenic and open space resources;*

(A) *Protect, preserve, and, where desirable, restore or improve the quality of coastal scenic and open space resources.*

The small amount of open space around the HYC clubhouse will be preserved after completion of the proposed project.

(4) *Coastal ecosystems;*

(A) *Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.*

The project is not expected to impact any marine areas due to disposal of sediment laden dewatering effluents into an on-site settling pit.

(5) *Economic uses;*

(A) *Provide public or private facilities and improvements important to the State's economy in suitable locations.*

The small size of the HYC precludes it from being important to the State's economy in itself, however, its involvement with the TransPac sailboat race and a number of other activities and tournaments creates substantial indirect and induced employment and economic benefits to the greater community.

(6) *Coastal hazards;*

(A) *Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.*

The proposed project adds value to the HYC physical facility, and thus creates additional property at risk from tsunami and storm waves. The incremental increase in property value is small, however, and the risk of these natural hazards

is low, given the history of tsunami inundation along Oahu's south shore. The social and legal benefits to compliance with ADA regulations is believed to offset this risk.

- (7) *Managing development;*
(A) *Improve the development review process, communication, and public participation in the management of coastal resources and hazards.*

This is a function of government agencies, not something the HYC can do.

- (8) *Public participation;*
(A) *Stimulate public awareness, education, and participation in coastal management.*

Although not a component of the proposed project, the HYC does offer educational programs related to fishing, sailing and other forms of marine recreation. In all of these programs good stewardship of environmental resources is stressed.

- (9) *Beach protection;*
(A) *Protect beaches for public use and recreation.*

The HYC facility has no beach; the proposed project will have no impact on beaches.

- (10) *Marine resources;*
(A) *Implement the State's ocean resources management plan.*

This is a function of government agencies, not something the HYC can do.

Policies:

- (1) *Recreational resources;*
(A) *Improve coordination and funding of coastal recreational planning and management; and*

This is a function of government agencies, not something the HYC can do.

- (B) *Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:*

- (i) *Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;*

This is a function of government agencies, not something the HYC can do.

- (ii) *Requiring replacement of coastal resources having significant recreational value, including but not limited to surfing sites, fishponds,*

and sand beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable;

Coastal recreational resources will not be affected by the proposed project; replacement or compensation is not required.

(iii) Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;

Public access to the Ala Wai Boat Harbor is provided at numerous points around the harbor. Access for trailer boats and smaller watercraft is provided at the two-lane launch ramp near the Harbormaster's office. Access to the ocean for fishing, surfing, snorkeling, diving or swimming is available along the entire breakwater at the seaward extent of the harbor.

(iv) Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;

This is a function of government agencies, not something the HYC can do.

(v) Ensuring public recreational use of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;

The HYC site is leased from the State DLNR. Although the HYC is a membership facility, membership in the club is open to any person professing an interest in its activities and who will share in the responsibilities of the club and in its spirit of good sportsmanship, regardless of race, religion or national origin. In addition, over the course of a year the club offers a number of activities and functions open to the public including its junior sailing program, sailboat races, keiki fishing trips, and fishing tournaments.

(vi) Adopting water quality standards and regulating point and nonpoint sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;

This is a function of government agencies, not something the HYC can do.

(vii) Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and

These types of activities could be undertaken by government or the private sector, but they are not a part of the proposed project.

(viii) Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, county planning commissions; and crediting such dedication against the requirements of section 46-6.

This is a function of government agencies, not something the HYC can do.

(2) *Historic resources;*

(A) Identify and analyze significant archaeological resources;

There are no archaeological resources on the HYC's reclaimed parcel of land.

(B) Maximize information retention through preservation of remains and artifacts or salvage operations; and

This is not relevant to the proposed project.

(C) Support state goals for protection, restoration, interpretation, and display of historic resources.

This is not relevant to the proposed project, although the HYC does display nautical artifacts related to its history.

(3) *Scenic and open space resources;*

(A) Identify valued scenic resources in the coastal zone management area;

This is a function of government agencies, not something the HYC can do.

(B) Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline;

The proposed project is a minor modification to an existing facility, not a new development, so this is not relevant.

(C) Preserve, maintain, and where desirable, improve and restore shoreline open space and scenic resources; and

The limited amount of open space around the HYC clubhouse will be preserved and maintained once construction of the proposed project is complete. The

modified structure will not compromise scenic resources in either the mauka or makai direction.

(D) Encourage those developments which are not coastal dependent to locate in inland areas.

This is a function of government agencies, not something the HYC can do.

(4) Coastal ecosystems;

(A) Improve the technical basis for natural resource management;

This is a function of government agencies, not something the HYC can do.

(B) Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;

This is a function of government agencies, not something the HYC can do.

(C) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and

This is a function of government agencies, not something the HYC can do.

(D) Promote water quantity and quality planning and management practices which reflect the tolerance of fresh water and marine ecosystems and prohibit land and water uses which violate state water quality standards.

This is a function of government agencies, not something the HYC can do.

(5) Economic uses;

(A) Concentrate coastal dependent development in appropriate areas;

This is a function of government agencies, not something the HYC can do.

(B) Ensure that coastal dependent development such as harbors and ports, and coastal related development such as visitor industry facilities and energy generating facilities, are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area; and

This is a function of government agencies, not something the HYC can do.

(C) Direct the location and expansion of coastal dependent developments to areas presently designated and used for such developments and permit

reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:

(i) Use of presently designated locations is not feasible;

This is a function of government agencies, not something the HYC can do.

(ii) Adverse environmental effects are minimized; and

This is a function of government agencies, not something the HYC can do.

(iii) The development is important to the State's economy.

This is a function of government agencies, not something the HYC can do.

(6) Coastal hazards;

(A) Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and nonpoint source pollution hazards;

This is a function of government agencies, not something the HYC can do.

(B) Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint source pollution hazards;

This is a function of government agencies, not something the HYC can do.

(C) Ensure that developments comply with requirements of the Federal Flood Insurance Program;

This is a function of government agencies, not something the HYC can do.

(D) Prevent coastal flooding from inland projects; and

This is a function of government agencies, not something the HYC can do.

(E) Develop a coastal point and nonpoint pollution control program.

This is a function of government agencies, not something the HYC can do.

(7) Managing development;

(A) Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development;

This is a function of government agencies, not something the HYC can do.

(B) Facilitate timely processing of applications for development permits and resolve overlapping of conflicting permit requirements; and

This is a function of government agencies, not something the HYC can do.

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

This is a function of government agencies, not something the HYC can do.

(8) Public participation;

(A) Maintain a public advisory body to identify coastal management problems and to provide policy advice and assistance to the coastal zone management program;

This is a function of government agencies, not something the HYC can do.

(B) Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal-related issues, developments, and government activities; and

This is a function of government agencies, not something the HYC can do.

(C) Organize workshops, policy dialogs, and site-specific mediations to respond to coastal issues and conflicts.

This is a function of government agencies, not something the HYC can do.

(9) Beach protection;

(A) Locate new structures inland from the shoreline setback to conserve open space and to minimize loss of improvements due to erosion;

The additions and renovations of the proposed project must be part of the present HYC facility to accomplish their purpose. Erosion, *per se*, is not a problem at the site because of the protective seawalls surrounding the mole and the harbor.

(B) Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities, and

This is a function of government agencies, not something the HYC can do.

(C) Minimize the construction of public erosion-protection structures seaward of the shoreline.

This is a function of government agencies, not something the HYC can do.

(10) Marine resources;

(A) Exercise an overall conservation ethic, and practice stewardship in the protection, use and development of marine and coastal resources;

The proposed project will not affect marine resources. Sediment contained in the dewatering effluents will be trapped on-site.

(B) Assure that the use and development of marine and coastal resources are ecologically and environmentally beneficial;

This is a function of government agencies, not something the HYC can do.

(C) Coordinate the management of marine and coastal resources and activities management to improve effectiveness and efficiency;

This is a function of government agencies, not something the HYC can do.

(D) Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;

This is a function of government agencies, not something the HYC can do.

(E) Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and

This is a function of government agencies, not something the HYC can do.

(F) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.

This is a function of government agencies, not something the HYC can do.

4.3 Special Management Area Guidelines

Analysis of a proposed project with respect to the Special Management Area Guidelines is required when submitting an environmental assessment that will support a Special Management Area Use Permit application. The proposed HYC additions and renovations will require a Major Special Management Area Use Permit.

(1) *All development in the special management area shall be subject to reasonable terms and conditions set by the authority in order to ensure:*

(A) *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;*

Public access to the Ala Wai Boat Harbor is provided at numerous points around the harbor. Access for trailer boats and smaller watercraft is provided at the two-lane launch ramp near the Harbormaster's office. Access to the ocean for fishing, surfing, snorkeling, diving or swimming is available along the entire breakwater at the seaward extent of the harbor.

(B) *Adequate and properly located public recreation areas and wildlife preserves are reserved;*

This is a function of government agencies, not something the HYC can do.

(C) *Provisions are made for solid and liquid waste treatment, disposition, and management which will minimize adverse effects upon special management area resources; and*

Construction debris will be disposed of at the Waimanalo Gulch Landfill. The club is connected to the City's sewage collection system for sanitary waste treatment and disposal. Solid waste is collected by a private firm.

(D) *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, wind damage, storm surge, landslides, erosion, siltation, or failure in the event of earthquake.*

No landforms will be affected by the proposed project. The structural modifications to the HYC clubhouse will be constructed according to provisions of the City's building code, which incorporates the seismic zonations of the Uniform Building Code.

(2) *No development shall be approved unless the authority has first found:*

(A) *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;*

The proposed project is not expected to have any substantial adverse environmental or ecological effect, as detailed in Chapter 3. What minor effects are expected are clearly outweighed by the social, economic and legal benefits of compliance with the ADA.

(B) That the development is consistent with the objectives, policies, and special management area guidelines of this chapter and any guidelines enacted by the legislature; and

It is an agency function to make this determination.

(C) 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.

The DPP has determined that the proposed project will require a minor WSD permit and a zoning waiver to permit the ADA compliance measures.

(3) The authority shall seek to minimize, where reasonable:

(A) Dredging, filling or otherwise altering any bay, estuary, salt marsh, river mouth, slough or lagoon;

The proposed project contains none of these actions.

(B) Any development which would reduce the size of any beach or other area usable for public recreation;

The proposed project would not reduce the size of any beach or public recreation area.

(C) 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;

The proposed project would not impose such restrictions.

(D) Any development which would substantially interfere with or detract from the line of sight toward the sea from the state highway nearest the coast, and

The nearest state highway is Ala Moana Boulevard. There are intermittent ocean views from this roadway across the Ala Wai bridge that will not be further obstructed by the proposed project.

(E) 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.

The proposed project will incorporate mitigation measures to avoid discharge of sediment to harbor waters.

4.4 Waikiki Special District Objectives

This section discusses the proposed project in terms of the objectives of the WSD and the Public Precinct development standards. The objectives of the Waikiki Special District are to:

- (a) *Promote a Hawaiian sense of place at every opportunity.*

The proposed project consists of restroom renovations and elevator installation. There is no clear opportunity to promote 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.*

The proposed project will enhance a recreational and community resource by providing facilities more responsive to the needs of disabled individuals. It will not affect natural, educational, historic, cultural or scenic resources.

- (c) *Support the retention of a residential sector in order to provide stability to the neighborhoods of Waikiki.*

The proposed project will not affect the Waikiki residential sector. If the proposed renovations and additions increased membership usage of club facilities, that could translate into additional employment opportunities, some of which might be filled by Waikiki residents.

- (d) *Provide for a variety of compatible land uses which promote the unique character of Waikiki, emphasizing mixed uses.*

The proposed project will contribute to the functionality of a unique community resource.

- (e) *Support efficient use of multimodal transportation in Waikiki, reflecting the needs of Waikiki workers, businesses, residents, and tourists. Encourage the use of public transit rather than the private automobile, and assist in the efficient flow of traffic.*

The proposed project has no transportation component. The facility itself has no dedicated parking, which tends to promote use of public transportation. On the

other hand, the closest bus route is along Ala Moana Boulevard, which leaves about a 10-15 minute walk to the club.

- (f) *Provide for the ability to renovate and redevelop existing structures which otherwise might experience deterioration. Waikiki is a mature, concentrated urban area with a large number of nonconforming uses and structures. The zoning requirements of this special district should not, therefore, function as barriers to desirable restoration and redevelopment lest the physical decline of structures in Waikiki jeopardize the desire to have a healthy, vibrant, attractive and well-designed visitor destination.*

The proposed project is partly a renovation of a nonconforming structure to bring it into compliance with the ADA. While it's unlikely the HYC would allow the clubhouse structure to deteriorate, the proposed improvements will allow the facility to serve a broader range of clientele including those with physical disabilities.

- (g) *Enable the city to address concerns that development maintain Waikiki's capacity to support adequately, accommodate comfortably, and enhance the variety of worker, resident and visitor needs.*

The proposed project will enhance the HYC's capacity to accommodate disabled members and guests.

- (h) *Provide opportunities for creative development capable of substantially contributing to rejuvenation and revitalization in the special district, and able to facilitate the desired character of Waikiki for areas susceptible to change.*

The proposed project is a minor renovation and addition to a physically isolated structure on the fringe of the special district. It will not substantially contribute to rejuvenation or revitalization of the district. It will, in a very small way, contribute to the ability of Waikiki to welcome physically handicapped individuals into its facilities and activities.

- (i) *Encourage architectural features in building design which complement Hawaii's tropical climate and ambience, while respecting Waikiki's urbanized setting. The provision of building elements such as open lobbies, lanais, and sunshade devices is encouraged.*

The elevator lobby will be open at the ground and second floor to permit natural breezes to pass through and to allow enjoyment of the views from the site.

- (j) *Maintain, and improve where possible: mauka views from public viewing areas in Waikiki, especially from public streets; and a visual relationship with the ocean, as experienced from Kalakaua Avenue, Kalia Road and Ala Moana Boulevard. In*

addition, improve pedestrian access, both perpendicular and lateral, to the beach and the Ala Wai Canal.

The proposed project will maintain mauka views from public viewing areas in Waikiki, as identified in the LUO. Although the elevator shaft will extend above the existing roof line of the clubhouse, it is situated on the Diamond Head side of the building. The nearest public view to be protected is that seaward from the Ala Wai Bridge. That view is between Magic Island and the Ewa side of the clubhouse. Views from ground level and from the lower floors of surrounding buildings (not public views) through the yacht harbor itself are obstructed by a forest of masts and rigging.

- (k) *Maintain a substantial view of Diamond Head from the Punchbowl lookouts by controlling building heights in Waikiki that would impinge on this view corridor.*

The proposed project will not affect this view corridor.

- (l) *Emphasize a pedestrian-orientation in Waikiki. Acknowledge, enhance and promote the pedestrian experience to benefit both commercial establishments and the community as a whole. Walkway systems shall be complemented by adjacent landscaping, open spaces, entryways, inviting uses at the ground level, street furniture, and human-scaled architectural details. Where appropriate, open spaces should be actively utilized to promote the pedestrian experience.*

The HYC is an isolated facility surrounded on three sides by water. It sits at the end of Mole A in Ala Wai Boat Harbor. The mole consists mostly of a paved roadway, parking spaces, and a sidewalk providing access to boat slips. While strolling along the mole and looking at the boats is a very enjoyable pedestrian experience, the HYC has no control over the sidewalks outside of the facility.

- (m) *Provide people-oriented, interactive, landscaped open spaces to offset the high-density urban ambience. Open spaces are intended to serve a variety of objectives including visual relief, pedestrian orientation, social interaction, and fundamentally to promote a sense of "Hawaiianness" within the district. Open spaces, pedestrian pathways and other ground level features should be generously supplemented with landscaping and water features to enhance their value, contribute to a lush, tropical setting and promote a Hawaiian sense of place.*

The HYC grounds are attractively landscaped with tropical vegetation and contain a clubhouse and surrounding open space in the midst of an active harbor setting that provides interesting views of recreational boating activities, Magic Island, and the Hawaiian sunset. The open space is used daily for a variety of activities including watching the Friday night sailboat races, the junior sailing classes, and fishing tournament weigh-ins, as well as barbecues, and outdoor dining. The

ambiance of the facility is very much in concert with the casual local style of dining and entertainment.

- (n) *Support a complementary relationship between Waikiki and the convention center.*

The proposed project has no overt relationship with the Convention Center, although convention visitors to Waikiki may have reciprocal yacht club memberships that would allow them to enjoy the HYC facilities.

The following information is provided relative to conformance with WSD Public Precinct Development Standards.

1. Minimum lot area, width and depth are not applicable in the Public Precinct.
2. Front, side and rear yards are "As approved by director." In the present instance, the building is already in place. The elevator will be placed on the front of the building, but there is approximately 40 feet to the front property line.
3. Maximum density and minimum open space in the Public Precinct is "As approved by director." The yacht club is a low density use of the site. More than half of the lot is open space.
4. The maximum height standard in the Public Precinct is also "As approved by director." The existing two-story clubhouse and the proposed elevator shaft will be well below any height limits established for any zoning district.

CHAPTER 5 REFERENCES

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APPENDIX A CONSULTATION

A.1 Pre-Assessment Consultation

The following table summarizes the agencies, organizations and individuals contacted in the pre-assessment phase of the DEA. Copies of the pre-assessment letter and all responses received follow the table.

ORGANIZATION	CONTACT	RESPONDED?	CONSULTED PARTY?
CITY AGENCIES			
Board of Water Supply	Manager and Chief Engineer	✓	
Dept. of Design and Construction	Director		
Dept. of Environmental Services	Director		
Dept. of Facility Maintenance	Director and Chief Engineer		
Dept. of Parks and Recreation	Director	✓	
Dept. of Planning and Permitting	Director	✓	✓
Dept. of Transportation Services	Director		
Fire Dept.	Fire Chief	✓	
Waikiki Neighborhood Board #9	Chairman		
STATE AGENCIES			
Dept. of Business, Economic Development & Tourism (DBEDT)	Director		
DBEDT, Energy, Resources & Technology Division	Chief		
Dept. of Health, Environmental Planning Office	Manager	✓	
Dept. of Land and Natural Resources (DLNR)	Director		
DLNR, Boating & Ocean Recreation Division	Oahu District Manager	✓	✓
DLNR, Boating & Ocean Recreation Division	Ala Wai Harbor, Harbormaster	✓	✓
DLNR, Historic Preservation Division	State Historic Preservation Officer	✓	
Dept. of Transportation (DOT)	Director		
DOT Harbors Division		✓	
Hawaiian Homes Commission (DHHL)			
Office of Hawaiian Affairs	Administrator	✓	✓
Office of Planning			
UHM Environmental Center	Director		
UHM Marine Programs	Director		
UHM Water Resources Research Center	Director		
FEDERAL AGENCIES			
Army Corps of Engineers, Pacific Ocean Division	Commander and Division Engineer		
Army Support Command Hawaii	Directorate of Facilities Engineering		
Coast Guard, 14 th Coast Guard District	Commander		
Dept. of Agriculture, Natural Resources Conservation Service	State Conservationist		
Dept. of the Interior, Fish and Wildlife Service	Pacific Islands Administrator		
Dept. of the Interior, Geological Survey	District Chief		
Environmental Protection Agency (EPA)	Region IX Administrator		
EPA, Pacific Islands Contact Office	Manager		
UTILITIES			
Hawaiian Electric Company			
NON-GOVERNMENTAL ORGANIZATIONS			
American Lung Association	Director of Environmental Health		
Hawaii's Thousand Friends			
Keehi Boat & Fishing Club	Mr. Jack Bullock, Commodore		
Life of the Land			
Oahu Hawaiian Canoe Racing Association	Ms. Hannie Anderson, President		
Sierra Club			
Surfrider Association, Oahu Chapter	Mr. Peter Cole, Chairman		
The Outdoor Circle			

NEIGHBORS			
Alamo Rent-A-Car			
Ala Wai Marine, Ltd.			
Ala Wai Yacht Brokerage			
Canoes at the Ilikai			
Fashion Bridge			
Floral Artistry at the Ilikai			
Food Pantry (Hawaii Prince Hotel)			
Hale Ilikai			
Harbor Pub			
Hawaii Prince Hotel Waikiki	General Manager		
Heidi's Hawaiian Jewelry & Boutique			
Hilton Hawaiian Village	Mr. Daniel Dinell, Vice President of Planning	✓	✓
Hogue Gallery Waikiki			
Ilikai Jewelers			
Ilikai Marina	Resident Manager		
Ilikai Marina Association of Apartment Owners	Mr. Dick Stephenson, Representative		
International Business Centers			
Jacque's Potpourri			
Jalpak International Hawaii			
Jun's Boutique			
Kohala Bay Collections			
Lady Swan Boutique			
Magic Island Petroleum, Inc.			
Oshareya			
Renaissance Ilikai Waikiki Hotel	General Manager		
Sarento's Top of the "I"			
Tanaka of Tokyo			
The Chart House			
The Hair Connection			
Ueno Medical Clinic			
Ultrazone Laser Tag			
Waikiki Yacht Club	Commodore		

A.2 Review of the Draft EA.

Copies of all letters received having substantive comments on the Draft EA and responses thereto are reproduced following the pre-assessment consultation letters on the following pages.



May 8, 2002

Dear Interested Party:

The Hawaii Yacht Club (HYC) is planning several additions and renovations to its existing clubhouse located in the Ala Wai Yacht Harbor. The HYC additions and renovations include improvements intended to bring the facility into compliance with Americans with Disabilities Act requirements, modernization of the club's ground floor restrooms and shower facilities, and installation of an elevator.

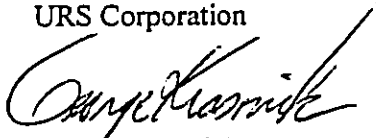
Modifications to the building and grounds will be visually inconspicuous, and are not expected to affect neighborhood residents, users of the Ala Wai Harbor or harbor waters. The site is situated within the Public Precinct of the Waikiki Special District and is also within the Special Management Area (SMA). In order to proceed, it will be necessary to obtain a SMA Use Permit (major) from the City Department of Planning and Permitting. The SMA permit as well as work within the Special District requires submittal of an environmental assessment (EA). The location of the yacht club is shown on the enclosed map.

The purpose of this letter is to initiate the first step in preparation of a Hawaii EA, called "pre-assessment consultation." This letter is being sent to regulatory and resource agencies at federal, state and city levels, non-governmental environmental organizations, community groups and HYC's neighbors to solicit input about the project and the site. If you have information that should be considered in preparation of the EA or concerns about the project itself, please contact the undersigned by telephone, fax or email (george_krasnick@urscorp.com). We would appreciate receiving any comments within thirty days. If you would like to be a "consulted party" in preparation of the EA please so indicate, and you will be sent a copy of the draft EA for your review when it is available.

Additional opportunities for public input will include a presentation about the project at a future Neighborhood Board Meeting and a Public Hearing will be held before approval of the SMA permit.

Thank you for your participation in the EA process.

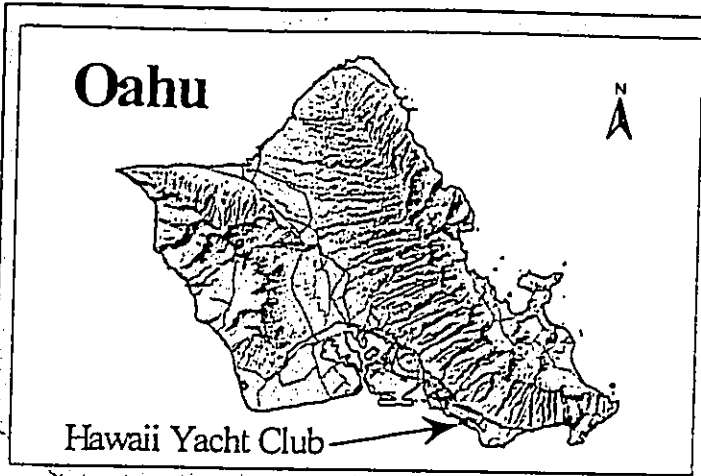
Sincerely,
URS Corporation



George Krasnick
Project Manager

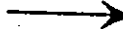
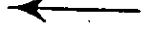
Encl.: HYC Project Location Map

URS Corporation
615 Piikoi Street, Ninth Floor
Honolulu, Hawaii 96814
Tel: 808.593.1116
Fax: 808.593.1198



Honolulu

Waikiki



Ala Wai Canal

Hawaii Yacht Club

Ala Wai Yacht Harbor

Hawaii Yacht Club Location Map



"Daniel Dinell"
<Daniel_Dinell@hilton.com>

To: george_krasnick@urscorp.com
cc:
Subject: HYC EA

05/21/02 11:56 AM

Dear Mr. Krasnick:

Thank you for your May 8, 2002 letter. We appreciate receiving notice on the Hawaii Yacht Club's intent to submit an environmental assessment and while Hilton Hawaiian Village has no comments at this time, we would appreciate being a consulted party.

Mahalo.

Daniel Dinell
Vice President, Strategic Planning & Community Affairs
HILTON HAWAIIAN VILLAGE BEACH RESORT & SPA
2005 Kalia Road
Honolulu, Hawaii 96815
phone 808/948-7747 fax 808/947-7800
"Perfecting Paradise."
Website: www.hiltonhawaii.com

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

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MAY 30 2002

URS Corporation
Honolulu Office

BRIAN K. MINAAI
DIRECTOR
DEPUTY DIRECTORS
JADINE Y. URASAKI
JEAN L. OSHITA

IN REPLY REFER TO:
HAR-EP
3560.02

May 28, 2002

Mr. George Krasnick, Project Manager
URS Corporation
615 Piikoi Street, Ninth Floor
Honolulu, Hawaii 96814


Dear Mr. Krasnick:

Subject: Hawaii Yacht Club Environmental Assessment, Ala Wai Yacht Harbor,
Oahu

Thank you for the opportunity to provide comments on the above-referenced matter. After reviewing the documents provided, we have no comments to offer. Because this project is out of our jurisdiction, it is not necessary to include Harbors Division as a "consulted party" in the preparation of the Environment Assessment.

Please call Mr. Dean Watase, Harbors Division Planner, at 587-1883 if you have any questions.

Very truly yours,


JADINE Y. URASAKI, P. E.
Acting Harbors Administrator

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

OAHU DISTRICT OFFICE

Ala Wai Harbor
Haleiwa Harbor
Keola Kea Harbor
Kahana Bay Ramp
Kaneohe Bay
Keehi Lagoon & Harbor
Maunaloa Bay & Ramp
Sand Island Ramp
Waianae Harbor
Waikiki Beach & Waters
Oahu Ocean Waters



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MAY 30 2002

URS Corporation
Honolulu Office

GILBERT COLONIA-AGARAN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY DIRECTOR
JANET E. KAWELO

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF BOATING AND OCEAN RECREATION
333 QUEEN STREET, SUITE 300
HONOLULU, HAWAII 96813
PHONE: (808) 587-1973
FAX: (808) 587-1977

BOR-O 0414.02

May 29, 2002

Mr. George Krasnick, Project Manager
URS Corporation
615 Piikoi St., 9th Floor
Honolulu, HI 96814

Dear Mr. Krasnick:

Subject: Hawaii Yacht Club Project

The following persons request to be treated as "consulted parties" regarding the preparation of the environmental assessment for the Hawaii Yacht Club improvement project.. Also, please include these parties on any notification list for public meetings and/or hearings

Mr. Stephen Thompson, Oahu District Manager
Division of Boating & Ocean Recreation
Dept. of Land & Natural Resources
333 Queen Street, Suite 300
Honolulu, HI 96813
fax: 587-1977
e-mail: Stephen_L_Thompson@exec.state.hi.us

Ms. Meghan Statts, Harbormaster
Ala Wai Small Boat Harbor
Division of Boating & Ocean Recreation
Dept. of Land & Natural Resources
1651 Ala Moana Blvd.
Honolulu, HI 96815
fax: 973-9739
e-mail: Meghan_L_Statts@exec.state.hi.us

Very truly yours,

Stephen L. Thompson
Oahu District Manager

c: BOR
BOR-A
BOR-E
BOR-SP
BOR-PM

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843



May 29, 2002

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice-Chairman
JAN M.L.Y. AMII
HERBERT S.K. KAOPUA, SR.

BRIAN K. MINAAI, Ex-Officio
ROSS S. SASAMURA, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

Mr. George Krasnick
URS Corporation
615 Piikoi Street, Ninth Floor
Honolulu, Hawaii 96814

Dear Mr. Krasnick:

Subject: Your Letter of May 8, 2002 on the Draft Environmental
Assessment for the Hawaii Yacht Club, TMK: 2-3-37: 13

RECEIVED
JUL 3 2002
URS Corporation
Honolulu Office

Thank you for the opportunity to comment on the proposed improvements at the Hawaii Yacht Club.

The existing water system is presently adequate to accommodate the proposed improvements.

The availability of water will be confirmed when the building permit is submitted for our review and approval. The development plan will require action by the Department of Planning and Permitting (DPP); therefore, the plan should be approved by DPP before we take action on the proposed development. When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission, and daily storage.

The proposed project is subject to Board of Water Supply Cross-Connection Control and Backflow Prevention requirements prior to the issuance of the Building Permit Applications.

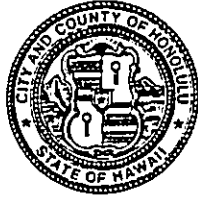
If you have any questions, please contact Joseph Kaakua at 527-6123.

Very truly yours,

for CLIFFORD S. JAMILE
Manager and Chief Engineer

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

3375 KOAPAKA STREET, SUITE H425
HONOLULU, HAWAII 96819-1869



JEREMY HARRIS
MAYOR

ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

May 29, 2002

RECEIVED
JUN 3 2002

URS Corporation
Honolulu Office

Mr. George Krasnick, Project Manager
URS Corporation
615 Piikoi Street, Suite 900
Honolulu, Hawaii 96814-3141

Dear Mr. Krasnick:

Subject: Pre-Assessment Consultation
Hawaii Yacht Club

We received your letter dated May 8, 2002, regarding the pre-assessment consultation for the Hawaii Yacht Club. The proposed project will not have an adverse impact on services provided by the Honolulu Fire Department (HFD). It is not necessary for the HFD to be a "consulted party" for the environmental assessment.

Should you have any questions, please call Battalion Chief Kenneth Silva of our Fire Prevention Bureau at 831-7778.

Sincerely,

A handwritten signature in black ink, appearing to read "Attilio K. Leonardi".

ATTILIO K. LEONARDI
Fire Chief

AKL/SK:bh

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu,hi.us

RECEIVED
JUN 04 2002

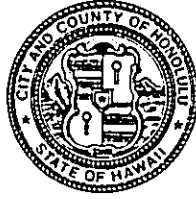
URS Corporation
Honolulu Office

RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

2002/ELOG-1344 (JP)

JEREMY HARRIS
MAYOR



May 31, 2002

Mr. George Krasnick
URS Corporation
615 Piikoi Street, Ninth Floor
Honolulu, Hawaii 96814

Dear Mr. Krasnick:


1739-C Ala Moana Boulevard ("Hawaii Yacht Club") - Waikiki
Tax Map Key 2-3-37: 13

This responds to your request dated May 8, 2002 for input concerning the preparation of an Environmental Assessment (EA), as required by a pending application for a Major Special Management Area Use Permit (SMP) for additions and renovations to the Hawaii Yacht Club building on the above site, in the Public Precinct of the Waikiki Special District (WSD).

We confirm that the site is located within the Shoreline Management Area. Since the estimated value of the proposed work will exceed \$125,000, a Major SMP is required. We have determined that the planned project will also require a zoning waiver and WSD minor permit.

We look forward to working with the applicant as the EA and other permit applications progress. In the meantime, please contact Jamie Peirson of our staff at 527-5754 if you have any questions.

Sincerely yours,


RANDALL K. FUJIKI, AIA
Director of Planning and Permitting

RKF:pl

cc: Urban Works, Inc. (Attn. Lorrin Matsunaga, AIA)
Hawaii Yacht Club

doc. no. 158070

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING, ROOM 555
801 KAMOKILA BOULEVARD
KAPOLEI, HAWAII 96707

NE
GILBERT S. COLOMA-AGARAN, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCES MANAGEMENT

DEPUTIES
ERIC T. HIRANO
LINNEL NISHIOKA

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
COMMISSION ON WATER RESOURCE
MANAGEMENT
CONSERVATION AND RESOURCES
ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND
STATE PARKS

June 7, 2002

Mr. George Krasnick, Project Manager
URS Corporation
615 Piikoi Street, Ninth floor
Honolulu, Hawaii 96814

LOG NO: 30071
DOC NO: 0206CO01

Dear Mr. Krasnick:

SUBJECT: **Chapter 6E Review (HRS)**
Hawaii Yacht Club (HYC)
TMK 2-6, Honolulu, Oahu

Thank you for the letter dated May 8, 2002, received May 15, 2002, regarding the proposed additions and renovations to the existing clubhouse located at the Ala Wai Yacht Harbor. Since this area has been infilled to enlarge the shoreline, there are no known historic sites at this location and the existing structure was constructed in 1957, we believe that this project should have 'no effect' on any known historic resources.

Thank you for the opportunity to comment. If you have any questions please have your staff contact Carol Ogata at 692-8032.

Aloha,

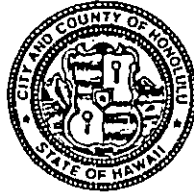
DON HIBBARD, Administrator
State Historic Preservation Division

CO:amk

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

1000 ULUOHIA STREET, SUITE 309, KAPOLEI, HAWAII 96707
PHONE: (808) 692-5561 • FAX: 692-5131 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



WILLIAM D. BALFOUR, JR.
DIRECTOR

EDWARD T. "SKIPPA" DIAZ
DEPUTY DIRECTOR

June 12, 2002

Mr. George Krasnick, Project Manager
URS Corporation
615 Piikoi Street, Suite 900
Honolulu, Hawaii 96814

Dear Mr. Krasnick:

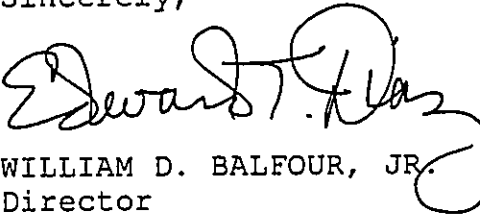
Subject: Environmental Assessment/Pre-Assessment Consultation
Renovations to the Hawaii Yacht Club Clubhouse

Thank you for the opportunity to review and comment on the
Pre-Assessment Consultation relating to the proposed renovations
to The Hawaii Yacht Club Clubhouse.

The Department of Parks and Recreation has no comment on the
proposed improvements.

Should you have any questions, please contact Mr. John Reid,
Planner, at 692-5454.

Sincerely,


fo) WILLIAM D. BALFOUR, JR.
Director

WDB:cu (11659)

cc: Mr. Don Griffin, Department of Design and Construction



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

RECEIVED
JUN 18 2002

URS Corporation
Honolulu Office

HRD02-602

June 12, 2002

Mr. George Krasnick
Project Manager
URS Corporation
615 Piikoi Street – Ninth Floor
Honolulu, HI 96814

SUBJECT: PROPOSED ADDITIONS TO THE HAWAII YACHT CLUB

Dear Mr. Krasnick:

Thank you for the opportunity to review the above referenced proposal which will include additions and renovations to bring the Club into compliance with the Americans with Disabilities Act requirements.

The Office of Hawaiian Affairs (OHA) has no comments at this point in time, but we look forward to receiving the environmental assessment.

If you have any questions, please call Jerry Norris at 594-1847 or email him at jerryn@oha.org.

Sincerely,

A handwritten signature in cursive script that reads "Jalna S. Keala".

Jalna S. Keala
Acting Director, Hawaiian Rights Division

cc: OHA Board of Trustees
Clyde W. Namu'o, OHA Administrator

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



RECEIVED

JUL 30 2002

BRUCE S. ANDERSON, Ph.D., M.P.H.
DIRECTOR OF HEALTH

URS Corporation
Honolulu Office

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

In reply, please refer to:
File:

02-128/cpo

July 25, 2002

Mr. George Krasnick, Project Manager
URS Corporation
615 Piikoi Street, 9th Floor
Honolulu, Hawaii 96814

Dear Mr. Krasnick:

Subject: Pre-Environmental Assessment (PEA) Consultation
Facilities Renovations & Improvements
Hawaii Yacht Club, Ala Wai Yacht Harbor, Oahu

Thank you for the opportunity to review and comment on the subject proposal. The PEA was routed to the various branches of the Environmental Health Administration. We have the following comments.

Clean Air Branch

Control of Fugitive Dust

There is a significant potential for fugitive dust emissions during the construction activities. Implementation of adequate dust control measures during all phases of development and construction activities is warranted.

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 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 and access roads;

Mr. George Krasnick, Project Manager
July 25, 2002
Page 2

- 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.

If you have any questions regarding these issues on fugitive dust, please contact the Clean Air Branch at (808) 586-4200.

Noise, Radiation and Indoor Air Quality (NRIAQ) Branch

All project activities shall comply with the following Administrative Rules of the Department of Health:

- a. Chapter 11-46 Community Noise Control
- b. Chapter 11-501 Asbestos Requirements
- c. Chapter 11-503 Fees for Asbestos Removal and Certification
- d. Chapter 11-504 Asbestos Abatement Certification Program.

If you have any questions, please contact the NRIAQ at (808) 586-4701.

Environmental Planning Office (EPO)

The Ala Wai Yacht Harbor is currently listed under section 303(d) of the Clean Water Act as being impaired by nutrients, pathogens, metals, turbidity, and suspended solids. The impaired status of those waters requires that the Department of Health establish Total Maximum Daily Loads (TMDLs) suggesting how much the existing pollutant loads should be reduced in order to attain water quality standards in the harbor waters.

In 1996, the U.S. Environmental Protection Agency approved TMDLs for nitrogen and phosphorous in the Ala Wai Canal and revisions to these are pending. Although TMDLs for the Yacht Harbor are yet to be established and implemented, a first step in achieving TMDL objectives would be to prevent any project-related increases in pollutant loads. We encourage the Hawaii Yacht Club to participate in the TMDL process and suggest consultation with the Department of Health, Clean Water Branch (Engineering Section), to discuss how water pollution control permitting may be linked with TMDL implementation.

If you have any questions about these comments or the Total Maximum Daily Load program, please contact David Penn at (808) 586-4337.

Sincerely,



GARY GILK
Deputy Director
Environmental Health Administration

c: CAB
NRIAQ
EPO

LINDA LINGLE
BENJAMIN J. GAYETANO
GOVERNOR



ANTHONY J.H. CHING
EXECUTIVE OFFICER

STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION

P.O. Box 2359
Honolulu, HI 96804-2359
Telephone: 808-587-3822
Fax: 808-587-3827

February 27, 2003

2003 FEB 27 PM 4 22
DEPT OF PLANNING
and PERMITTING
CITY & COUNTY OF HONOLULU

Mr. Eric G. Crispin, Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Crispin:

Subject: Chapter 343, Environmental Assessment (EA)
Special Management Area Use Permit (SMP)
Hawaii Yacht Club
Waikiki, Oahu, Hawaii
TMK No: 2-3-37: 13

We have reviewed the subject EA and SMP application forwarded by your letter dated February 13, 2003, and confirm that the project site, as represented on Figure 2, is designated within the State Land Use Urban District.

We note that the Agricultural District is incorrectly identified as the "Agriculture" District on page 1-2. The Final EA should include the correct name of said district.

Given the location, scope, and nature of the proposed activity, the State Land Use Commission defers to the judgment of the City and County of Honolulu regarding this matter. We have no further comments to offer at this time.

Thank you for the opportunity to comment on the subject EA and application. Please feel free to contact Bert Saruwatari of my office at 587-3822, should you require clarification or any further assistance.

Sincerely,

Handwritten signature of Anthony J. H. Ching.
ANTHONY J. H. CHING
Executive Officer

c: Office of Environmental Quality Control



May 1, 2003

Mr. Anthony J. H. Ching
State of Hawaii
Department of Business, Economic Development & Tourism
Land Use Commission
P.O. Box 2359
Honolulu, HI 96804-2359

**Subject: Hawaii Yacht Club
Draft Environmental Assessment**

Dear Mr. Ching:

Thank you for your letter of February 27, 2003, regarding the proposed improvements to the Hawaii Yacht Club. As requested, page 1-2 will be corrected to read Agricultural District rather than Agriculture District.

Sincerely,

URS Corporation

George Krasnick
Project Manager

GK/als

URS Corporation
615 Piikoi Street, Suite 900
Honolulu, HI 96814-3141
Tel: 808.593.1116
Fax: 808.593.1198

(03HON-067 LUC.doc:26536300.00001)

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843



JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice-Chairman
JAN M.L.Y. AMII
HERBERT S.K. KAOPUA, SR.
DAROLYN H. LENDIO

2003 FEB 27 AM 11 04

February 24, 2003

DEPT OF PLANNING
and PERMITTING
CITY & COUNTY OF HONOLULU

LARRY J. LEOPARDI, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

DONNA FAY K. KIYOSAKI
Deputy Manager and Chief Engineer

TO: ERIC G. CRISPIN, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: *K. Jamile*
for CLIFFORD S. JAMILE, MANAGER AND CHIEF ENGINEER

SUBJECT: YOUR MEMORANDUM OF FEBRUARY 13, 2003 ON THE
ENVIRONMENTAL ASSESSMENT SPECIAL MANAGEMENT AREA USE
PERMIT FOR HAWAII YACHT CLUB, TMK: 2-3-37: 13

The existing water system is presently adequate to accommodate the proposed improvements.

The availability of additional water will be confirmed when the building permit is approved.
When water is made available, the applicant will be required to pay our Water System
Facilities Charges for resource development, transmission, and daily storage.

The proposed project is subject to Board of Water Supply Cross-Connection Control and
Backflow Prevention requirements prior to issuance of the Building Permit Applications.

If you have any questions, please contact Joseph Kaakua at 527-6123.



May 1, 2003

Mr. Clifford S. Jamile, Manager and Chief Engineer
Board of Water Supply
630 South Beretania Street
Honolulu, HI 96843

**Subject: Hawaii Yacht Club
Draft Environmental Assessment**

Dear Mr. Jamile:

Thank you for your letter of February 24, 2003, regarding the proposed improvements to the Hawaii Yacht Club. The applicant will coordinate further with the Board should any additional water usage be anticipated. The Board's Cross-Connection and Backflow Prevention requirements will be adhered to in the plans and specifications that will be submitted with the building permit application.

Sincerely,

URS Corporation

George Krasnick
Project Manager

GK/als

URS Corporation
615 Piikoi Street, Suite 900
Honolulu, HI 96814-3141
Tel: 808.593.1116
Fax: 808.593.1198

(03HON-067 BWS.doc:26536300.00001)

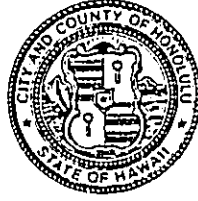
DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4529 • FAX: (808) 523-4730 • INTERNET: www.co.honolulu.hi.us

2003 FEB 28 PM 1 31

JEREMY HARRIS
MAYOR

DEPT OF PLANNING
and PERMITTING
CITY & COUNTY OF HONOLULU



CHERYL D. SOON
DIRECTOR

GEORGE "KEOKI" MIYAMOTO
DEPUTY DIRECTOR

TPD2/03-21853R

February 24, 2003

MEMORANDUM

TO: ERIC G. CRISPIN, AIA, ACTING DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: CHERYL D. SOON, DIRECTOR

SUBJECT: HAWAII YACHT CLUB RENOVATION PROJECT – WAIKIKI

This is in response to your February 13, 2003 request for comments on the Hawaii Yacht Club (HYC) applications for Special Management Area Use and Special District Permits (2003ED/3).

Parking stalls and open space for construction activity, including material storage, should be provided close to the facility/mole to mitigate potential traffic congestion in the Ala Wai Yacht Harbor parking/circulation area.

Should you have any questions in the matter, please contact Bruce Nagao of the Transportation Planning Division at Local 6899.


CHERYL D. SOON



May 1, 2003

Ms. Cheryl D. Soon
Director
City and County of Honolulu
Department of Transportation Services
650 South King Street, 3rd Floor
Honolulu, HI 96813

**Subject: Hawaii Yacht Club
Draft Environmental Assessment**

Dear Ms. Soon:

Thank you for your letter of February 24, 2003, regarding the proposed improvements to the Hawaii Yacht Club. Construction materials will be stored on the HYC site. Contractors will utilize parking along the mole. During working hours, parking there is readily available. Because of the anticipated work schedule, these parking spaces will be vacated prior to the peak demand period in the late afternoon and evening.

Sincerely,

URS Corporation

George Krasnick
Project Manager

GK/als

URS Corporation
615 Piikoi Street, Suite 900
Honolulu, HI 96814-3141
Tel: 808.593.1116
Fax: 808.593.1198

(03HON-067 DTS.doc:26536300.00001)

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111

<http://www.honolulu.hawaii.gov>

www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



LEE D. DONOHUE
CHIEF

GLEN R. KAJIYAMA
PAUL D. PUTZULU
DEPUTY CHIEFS

OUR REFERENCE RJ-DK

March 21, 2003

TO: ERIC G. CRISPIN, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: LEE D. DONOHUE, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

SUBJECT: CHAPTER 343, ENVIRONMENTAL ASSESSMENT, SPECIAL
MANAGEMENT AREA USE PERMIT, HAWAII YACHT CLUB
ADDITIONS AND RENOVATIONS


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

During its construction, this project may have a negative impact on calls for police services in the area because of dust, noise, and traffic complaints. However, when it is completed, there should be negligible impact. It would be advisable for the contractor to work directly with Major Thomas Nitta of District 6 (Waikiki) as a means of minimizing any anticipated problems.

If there are any questions, please call Major Nitta at 529-3361.

Sincerely,

LEE D. DONOHUE
Chief of Police

By 
KARL GODSEY
Assistant Chief of Police
Support Services Bureau

Serving and Protecting with Aloha



May 1, 2003

Mr. Karl Godsey
Assistant Chief of Police
City and County of Honolulu
Police Department
801 South Beretania Street
Honolulu, HI 96813

**Subject: Hawaii Yacht Club
Draft Environmental Assessment**

Dear Mr. Godsey:

Thank you for your letter of March 21, 2003, regarding the proposed improvements to the Hawaii Yacht Club. As you suggest, the contractor will be advised to work with Major Thomas Nitta to minimize any problems. The location of the facility, however, as well as the small scale of the project, will minimize the impacts of dust, noise and traffic on residents and visitors to the area.

Sincerely,

URS Corporation

George Krasnick
Project Manager

GK/als

URS Corporation
615 Piliol Street, Suite 900
Honolulu, HI 96814-3141
Tel: 808.593.1116
Fax: 808.593.1198

(03HON-067 HPD.doc:26536300.00001)



May 1, 2003

Mr. Eric Crispin
Director of Planning and Permitting
City and County of Honolulu
Department of Planning and Permitting
650 South King Street
Honolulu, HI 96813

**Subject: Hawaii Yacht Club
Draft Environmental Assessment**

Dear Mr. Crispin:

Thank you for your letter of March 25, 2003, regarding the proposed improvements to the Hawaii Yacht Club. Your comments are addressed below.

Urban Design Branch

1. As requested, "Data Source" will be added to Figures 1 through 6.
2. Figure 3 will be corrected as per your comments.

Subdivision Branch

1. The Army Corps of Engineers was consulted for a flood determination, and the results of their analysis will be included as an appendix in the Final Environment Assessment.

Sincerely,

URS Corporation

George Krasnick
Project Manager

GK/als

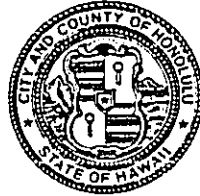
URS Corporation
615 Piikoi Street, Suite 900
Honolulu, HI 96814-3141
Tel: 808.593.1116
Fax: 808.593.1198

(03HON-067 DPP.doc:26536300.00001)

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RECEIVED
MAR 28 2003

ERIC G. CRISPIN, AIA
DIRECTOR
BARBARA KIM STANTON
DEPUTY DIRECTOR

URS Corporation 2003/ED-3 (js)
Honolulu Office

March 25, 2003

Mr. George Krasnick
URS Corporation
615 Piikoi Street, Ninth Floor
Honolulu, Hawaii 96814

Dear Mr. Krasnick:

Comments on the Draft Environmental Assessment (DEA)
Hawaii Yacht Club Additions and Renovations
Special Management Area Use Permit
Special District Permit
Waikiki, Oahu, Hawaii
Tax Map Key 2-3-037: 13

The following are comments from our department relating to the Draft EA for the above-referenced project. We have also attached copies of all comments we have received to date. In accordance with the provisions of Chapter 343, Hawaii Revised Statutes, you must respond in writing to these and any other comments which were received during the 30-day comment period which began with the publication of a notice of availability of the DEA in The Environmental Notice on February 23, 2003. The Final Environmental Assessment must include these comments and responses, as well as revised text, if appropriate.

Urban Design Branch:

1. Figures 1 through 6. Please add "Data Source:" to precede "City and County of Honolulu, HOLIS" in all title blocks at the lower right corner.
2. Figure 3. The colored designations (Air Transport, Eating and Drinking Establishments, ...) are not Development Plan designations of the City. Please clarify the source of these designations and remove reference to the "City and County of Honolulu Development Plan." Please add the Waikiki Special District boundary line.

Mr. George Krasnick
Page 2
March 25, 2003


Subdivision Branch:

The applicant shall formally submit a flood determination request together with the U.S. Army Corps of Engineers flood study (Attachment 9) for review and acceptance by the department.

The applicant shall be reminded that if the cost of the project equals or exceeds 50 percent of the replacement value of the existing facility, then the entire building will be subject to compliance with flood hazard ordinance.

If we can be of further assistance, please contact Joyce Shoji of our Urban Design Branch at 527-5354.

Sincerely yours,


for ERIC G. CRISPIN, AIA
Director of Planning and Permitting

EGC:fm
Attachments
doc207606



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96858-5440

RECEIVED
APR 01 2003

REPLY TO
ATTENTION OF

March 28, 2003

URS Corporation
Honolulu Office

DJ 4/2/03

→ George

Regulatory Branch

Mr. Eric G. Crispin
Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813-2833

Dear Mr. Crispin:

This responds to your request for review of the Draft Environmental Assessment (DEA) for the proposed Hawaii Yacht Club Additions and Renovations at the Ala Wai Boat Harbor, Honolulu, Hawaii. We have reviewed the document with respect to the Corps' authority to issue Department of the Army (DA) permits under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 USC 1344).

The DEA states (p. 1-2) that the proposed improvements will be limited to the existing footprint of the building, including the present second floor overhang, and (p. 2-2) that no dewatering effluent will be released into coastal waters.

Based on the information provided in the DEA, I have determined that the proposed activity would not involve work in waters of the United States; therefore, a DA permit will not be required.

File No. 200300279 has been assigned to this project. Should you have questions concerning this determination, please contact Mr. Peter Galloway of my staff by telephone (438-8416) or by fax (438-4060). Please note that requests for Corps regulatory review of projects should be directed to: Regulatory Branch (CEPOH-EC-R); U.S. Army Engineer District, Honolulu; Building 230; Fort Shafter, Hawaii 96858-5440.

Sincerely,

George P. Young, P.E.
Chief, Regulatory Branch

Copy Furnished:
Hawaii Yacht Club, 1739C Ala Moana Boulevard, Honolulu, HI 96815
URS Corporation, 615 Piikoi Street, Ninth Floor, Honolulu, HI 96814



May 1, 2003

Mr. George P. Young
Chief, Regulatory Branch
Department of the Army
U.S. Army Engineer District – Honolulu
Ft. Shafter, Hawaii 96858-5440

**Subject: Hawaii Yacht Club
Draft Environmental Assessment**

Dear Ms. Young:

Thank you for your letter of March 11, 2003, regarding the proposed improvements to the Hawaii Yacht Club. We understand that the project will not require a Department of the Army permit under either Section 10 of the Rivers and Harbors Act of 1899 or Section 404 of the Clean Water Act.

Sincerely,

URS Corporation

George Krasnick
Project Manager

GK/als

URS Corporation
615 Piikoi Street, Suite 900
Honolulu, HI 96814-3141
Tel: 808.593.1116
Fax: 808.593.1198

(03HON-067 Army.doc:26536300.00001)



March 26, 2003

2003 APR 2 PM 1 59

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

Eric G. Crispin, AIA
Acting Directors of Planning & Permitting
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Post-it* Fax Note	7671	Date	4/2/03	# of pages	1
To	G. KRASNICK	From	Joyce Shoji		
Co./Dept.		Co.			
Phone #		Phone #	527 5354		
Fax #	528-0768	Fax #			

Dear Mr. Crispin:

Re: Hawaii Yacht Club Additions & Renovations
Waikiki, Oahu, Hawaii (TMK 2-3-037: 13)

Thank you for the opportunity to comment on the February 2003 Draft EA of the Hawaii Yacht Club Additions and Renovations. We have reviewed the subject document and have the following comments:

- (1) We recommend that the last sentence of the first paragraph on page 2-3 of the Draft EA be revised to read as follows:

In the vicinity of the project area, HECO maintains a grid of underground distribution lines consisting of 3-, 4- and 5-inch conduits.

- (2) We would appreciate the opportunity to review the pre-final construction plans to determine whether the project will impact our facilities. Prior to commencement of any relocation work, a written request from the City and County or its consultant will be necessary, and the work should be coordinated among the City, its consultant and HECO.

Our point of contact for this project, and the originator of these comments, is Francis Hirakami (543-7536), Principal Engineer, Transmission & Distribution Division, Engineering Department. I suggest your staff and consultant deal directly with Francis to coordinate HECO's continuing input in this project.

Sincerely,

Kirk Tomita
Senior Environmental Scientist

Enc.
cc (w/o enc): OEQC
F. Hirakami

WINNER OF THE EDISON AWARD
FOR DISTINGUISHED INDUSTRY LEADERSHIP



CORRECTION

THE PRECEDING DOCUMENT(S) HAS
BEEN REPHOTOGRAPHED TO ASSURE
LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

XEROX COPY WITH NON-REMOVABLE ATTACHMENT

APR-02-2003 WED 03:02 PM PLANNING & PERMITTING

FAX NO. 808 527 6743

P. 01

Hawaiian Electric Company, Inc. - PO Box 2750 - Honolulu, HI 96840-0001



March 26, 2003

2003 APR 2 PM 1 59

DEPT OF PLANNING
& PERMITTING
CITY & COUNTY OF HONOLULU

Eric G. Crispin, AIA
Acting Directors of Planning & Permitting
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Post-it* Fax Note	7671	Date	4/2/03	# of pages	1
To	G. KRASNICK	From	Joyce SHAW		
Co./Dept.		Co.			
Phone #		Phone #	527 5354		
Fax #	528-0768	Fax #			

Dear Mr. Crispin:

Re: Hawaii Yacht Club Additions & Renovations
Waikiki, Oahu, Hawaii (TMK 2-3-037: 13)

Thank you for the opportunity to comment on the February 2003 Draft EA of the Hawaii Yacht Club Additions and Renovations. We have reviewed the subject document and have the following comments:

- (1) We recommend that the last sentence of the first paragraph on page 2-3 of the Draft EA be revised to read as follows:

In the vicinity of the project area, HECO maintains a grid of underground distribution lines consisting of 3-, 4- and 5-inch conduits.

- (2) We would appreciate the opportunity to review the pre-final construction plans to determine whether the project will impact our facilities. Prior to commencement of any relocation work, a written request from the City and County or its consultant will be necessary, and the work should be coordinated among the City, its consultant and HECO.

Our point of contact for this project, and the originator of these comments, is Francis Hirakami (543-7536), Principal Engineer, Transmission & Distribution Division, Engineering Department. I suggest your staff and consultant deal directly with Francis to coordinate HECO's continuing input in this project.

Sincerely,

Kirk Tomita
Senior Environmental Scientist

Enc.
cc (w/o enc): OEQC
F. Hirakami

WINNER OF THE EDISON AWARD
FOR DISTINGUISHED INDUSTRY LEADERSHIP





May 1, 2003

Mr. Kirk Tomita
Senior Environmental Scientist
Hawaiian Electric Company, Inc.
P.O. Box 2750
Honolulu, HI 96840-0001

**Subject: Hawaii Yacht Club
Draft Environmental Assessment**

Dear Mr. Tomita:

Thank you for your letter of March 26, 2003, regarding the proposed improvements to the Hawaii Yacht Club. Your comments are addressed below.

1. Page 2-3 will be revised as per your suggestion.
2. At the building permit stage, the contractor will coordinate with both the City and Mr. Hiramami of HECO.

Sincerely,

URS Corporation

George Krasnick
Project Manager

GK/als

URS Corporation
615 Piikoi Street, Suite 900
Honolulu, HI 96814-3141
Tel: 808.593.1116
Fax: 808.593.1198

(03HON-067 HECO.doc:26536300.00001)

LINDA LINGLE
GOVERNOR OF HAWAII



CHIYOME L. FUKINO, M.D.
DIRECTOR OF HEALTH

2003 MAR 13 PM 1 49

DEPT OF PLANNING
and PERMITTING
CITY & COUNTY OF HONOLULU

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. Box 3378
HONOLULU, HAWAII 96801-3378

In reply, please refer to:
File:

03-046/epo

March 11, 2003

Mr. Eric G. Crispin, Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. Crispin:

Subject: Draft Environmental Assessment (DEA)
Hawaii Yacht Club Additions and Renovations
TMK: 2-3-037:013

Thank you for the opportunity to review and comment on the subject proposal. The DEA was routed to the various branches of the Environmental Health Administration. We have the following comments:

Clean Water Branch (CWB)

1. The Army Corps of Engineers should be contacted to identify whether a Federal permit (including a Department of Army permit) is required for this project. Pursuant to Section 401(a)(1) of the Federal Water Pollution Act (commonly known as the "Clean Water Act"), a Section 401 Water Quality Certification is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters...."
2. A National Pollutant Discharge Elimination System (NPDES) general permit coverage is required for the following activities:
 - a. Storm water associated with industrial activities, as defined in Title 40, Code of Federal Regulations, Sections 122.26(b)(14)(i) through 122.26(b)(14)(ix) and 122.26(b)(14)(xi);

Mr. Eric G. Crispin, Acting Director
March 11, 2003
Page 2

(Note: After March 10, 2003, an NPDES permit will be required for construction activities, including clearing, grading, and excavation that result in the disturbance of one (1) acre or more.)

- b. Construction activities, including clearing, grading, and excavation that result in the disturbance of equal to or greater than five (5) acres of total land area. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale. An NPDES permit is required before the commencement of the construction activities.
- c. Discharge of treated effluent from leaking underground storage tank remedial activities;
- d. Discharge of once through cooling water less than one (1) million gallons per day;
- e. Discharge of hydrotesting water;
- f. Discharge of construction dewatering effluent;
- g. Discharge of treated effluent from petroleum bulk stations and terminals;
- h. Discharge of treated effluent from well drilling activities;
- i. Discharges of treated effluent from recycled water distribution systems;
- j. Discharges of storm water from a small municipal separate storm sewer system; and
- k. Discharge of circulation water from decorative ponds or tanks.

The CWB requires that a Notice of Intent (NOI) to be covered by a NPDES general permit for any of the above activities be submitted at least 30 days before the commencement of the respective activities. The NOI forms may be picked up at our office or downloaded from our website at <http://www.state.hi.us/doh/eh/cwb/forms/genl-index.html>.

3. The applicant may be required to apply for an individual NPDES permit if there is any type of activity in which wastewater is discharged from the project into State waters, and/or coverage of the discharge(s) under the NPDES general permit(s) is not permissible. An application for the NPDES permit is to be submitted at least 180 days before the commencement of the activities. The NPDES application forms may also be picked up at our office or downloaded from our website at <http://www.state.hi.us/doh/eh/cwb/forms/indiv-index.html>.

Mr. Eric G. Crispin, Acting Director
March 11, 2003
Page 3

4. Hawaii Administrative Rules, Section 11-55-38, also requires the owner to either submit a copy of the NOI or NPDES permit application to the State Department of Land and Natural Resources, State Historic Preservation Division (SHPD) or demonstrate to the satisfaction of the DOH that the project, activity, or site covered by the NOI or application has been or is being reviewed by SHPD.

If you have any questions, please contact the CWB at (808) 586-4309.

Environmental Planning Office (EPO)

The Ala Wai Yacht Harbor is currently listed under section 303(d) of the Clean Water Act as being impaired by nutrients, pathogens, metals, turbidity, suspended solids, organochlorine pesticides, and lead. The impaired status of these waters requires that the Department of Health establish Total Maximum Daily Loads (TMDLs) suggesting how much the existing pollutant loads should be reduced in order to attain water quality standards in the harbor waters.

In 2002 the U.S. Environmental Protection Agency approved revised TMDLs for nitrogen and phosphorous in the Ala Wai Canal. Although TMDLs for the Yacht Harbor are yet to be established and implemented, a first step in achieving TMDL objectives would be to prevent any project-related increases in pollutant loads. Page 2-2 of the Draft Environmental Assessment (DEA) states that dewatering effluent from the proposed additions and renovations "...will be disposed of into another on-site pit or trucked to an appropriate off-site disposal location." However, Page 3-9 of the DEA states that "...effluents will be routed into a second pit where sediments will collect while the water percolates through the soil." We suggest that the Final Environmental Assessment (FEA) resolve this inconsistency by clarifying the conditions under which dewatering effluent will be trucked off-site, if any.

Page 2-2 of the DEA also states, "No dewatering effluent will be released into coastal waters," while Page 3-9 states "work will be halted if any visible turbidity of harbor waters results from the dewatering effluents," implying that effluent will be released into harbor waters via subsurface pathways. Furthermore, page 3-10 states "in the event of a severe storm during construction, the elevator pit could flood and sediments could flow overland to the harbor. This would be an unavoidable, though insignificant, impact given the likely co-occurrence of large quantities of sediment entering the Ala Wai Harbor." We suggest that the FEA resolve this inconsistency by clarifying the conditions under which dewatering effluent may be released into coastal waters, including a discussion of other events that could lead to elevator pit flooding and overland sediment flow (e.g. equipment failure or operator error) and associated preventive measures. We also suggest that additional best management practices be installed and maintained that would detain/retain dewatering effluent in the event of elevator pit flooding.

If you have any questions about these comments or the Total Maximum Daily Load program, please contact David Penn at (808) 586-4337.

Mr. Eric G. Crispin, Acting Director
March 11, 2003
Page 4

Clean Air Branch (CAB)

There is a significant potential for fugitive dust emissions during all phases of construction. Proposed construction activities will occur in close proximity to public areas and marina tenants, thereby exacerbating potential dust problems. It is recommended that a dust control management plan be developed which identifies and addresses all activities that have a potential to generate fugitive dust. Implementation of adequate dust control measures during all phases of development and construction activities is warranted.


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. Plan the different phases of construction, focusing on minimizing the amount of dust generating materials and activities, centralizing on-site vehicular traffic routes, and locating potentially dusty equipment in areas of the least impact;
- b. Provide an adequate water source at the site prior to start up of construction activities;
- c. Landscape and provide rapid covering of bare areas, including slopes, starting from the initial grading phase;
- d. Minimize dust from shoulders and access roads;
- e. Provide adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities; and
- f. Control dust from debris being hauled away from project site.

If you have any questions regarding these issues on fugitive dust, please contact Barry Ching at (808) 586-4200.

Sincerely,



JUNE F. HARRIGAN-LUM, MANAGER
Environmental Planning Office

c: CWB
EPO
CAB



May 1, 2003

Ms. June F. Harrigan-Lum, Manager
Environmental Planning Office
State of Hawaii
Department of Health
P.O. Box 3378
Honolulu, HI 96801-3378

**Subject: Hawaii Yacht Club
Draft Environmental Assessment**

Dear Ms. Lum:

Thank you for your letter of March 11, 2003, regarding the proposed improvements to the Hawaii Yacht Club. Your comments are addressed below.

Clean Water Branch (CWB)

1. The Department of the Army has been consulted and no permit is required for this project.
2. The project will not require an NPDES general permit for the following reasons:
 - a. No industrial activities will take place on the property.
 - b. Substantially less than one acre of land will be disturbed in this project.
 - c. This project does not involve remediation of leaking underground storage tanks.
 - d. This project does not include discharge of cooling water.
 - e. This project does not involve discharge of hydrotesting water.
 - f. This project will not result in discharge of dewatering effluent.
 - g. This project does not involve discharge of treated effluent from petroleum bulk stations or terminals.
 - h. This project will not result in discharge of treated effluent from well drilling activities.

URS Corporation
615 Piliwai Street, Suite 900
Honolulu, HI 96814-3141
Tel: 808.593.1116
Fax: 808.593.1198

(03HON-067 DOH.doc:26536300.00001)



State of Hawaii
May 1, 2003
Page 2 of 3

- i. This project will not result in discharge of treated effluent for recycled water distribution systems.
 - j. The HYC facility does not have a small municipal separate storm sewer system.
 - k. This project will not result in discharge of circulation water from decorative ponds or tanks.
3. No discharge of wastewater to State waters will occur and no individual NPDES permit will be required.
 4. The Historic Preservation Division has reviewed the Draft Environmental Assessment and has concluded that no historic properties will be affected.

Environmental Planning Office

At this stage of the project, a contractor has not been selected. Hence, the EA is written to allow some flexibility in how the contractor will comply with Clean Water Act requirements. An on-site settling basin is one possibility; trucking the water offsite is another. Pages 2-2 and 3-9 will be clarified to consistently explain this current uncertainty.

The statement interpreted to imply that effluents may be released to the harbor through subsurface pathways will be revised. The subsurface is homogenous, compacted fill that will provide a very effective filtering mechanism for particulate matter suspended in dewatering effluents. No visible turbidity of harbor waters is expected from the dewatering operation.

A severe storm during construction could result in flooding of the settling basin, and runoff of sediments into the harbor. However, given the very small area to be disturbed in the project and the short construction schedule, the likelihood of such an event is very small. The contractor will be responsible for implementing best management practices in managing the dewatering effluents.



State of Hawaii
May 1, 2003
Page 3 of 3

Clean Air Branch

Assuming the settling pond will be about the same size as the elevator pit, a total land area of about 300 square feet will be disturbed. Fugitive dust arising from this amount of cleared area will be miniscule. Further, the cleared areas will be excavated and intersect groundwater, thereby eliminating fugitive dust except from the walls of the excavations. The provisions of the Hawaii Administrative Rules pertaining to fugitive dust will be complied with. With regard to the suggested dust control measures:

- a. There is only one phase of construction; there will be no on-site traffic; and there is only one area for equipment storage.
- b. There are hose bibs near the construction area.
- c. The disturbed areas will be landscaped immediately following construction.
- d. There are no shoulders or access roads in the project area.
- e. Dust control will be adequate at all times.
- f. The beds of trucks hauling construction debris will be covered.

Sincerely,

URS Corporation

George Krasnick
Project Manager

GK/als

APPENDIX B U.S. ARMY CORPS OF ENGINEERS FLOOD STUDY

A flood hazard evaluation was requested from the U.S. Army corps of Engineers. The results of that study are reproduced on the following pages.



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96858-5440

September 18, 2002

REPLY TO
ATTENTION OF

Civil Works Technical Branch

Mr. George Krasnick
The Environmental Company
1001 Bishop Street, Suite 1240
Honolulu, Hawaii 96813

Dear Mr. Krasnick:

As requested on September 16, 2002, I am enclosing flood hazard information for property located at 1739C Ala Moana Boulevard, Honolulu, Hawaii (TMK 2-3-37: 13). A copy of the Flood Plain Management Services Checklist is also provided for your information.

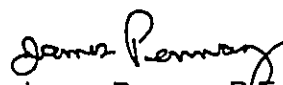
According to the Flood Insurance Rate Map (FIRM), Panel #150001 0365E, dated November 20, 2000, the parcel lies in Zone A (areas inundated by the 100-year flood where base flood elevations and flood hazard factors have not been determined).

The Zone A designation of the project parcel was determined from coastal flooding (storm surge and wave runup) generated by hurricanes. The Federal Emergency Management Agency used the results from the Corps of Engineers' 1985 report titled "Hurricane Vulnerability Study for Honolulu, Hawaii and Vicinity, Volume 2, Determination of Coastal Inundation Limits for Southern Oahu from Barbers Point to Koko Head," to designate coastal Zone A areas shown on the current FIRM. The subject parcel lies between profiles #45 and #46 where the approximate base flood elevation is estimated to be 7.3 feet above mean sea level datum.

In addition, this property is considered to be within the City and County of Honolulu's flood fringe district. Building requirements should conform to standards defined in the City and County of Honolulu's Land Use Ordinance, dated August 1993, which is available for review at the Department of Land Utilization (523-4247).

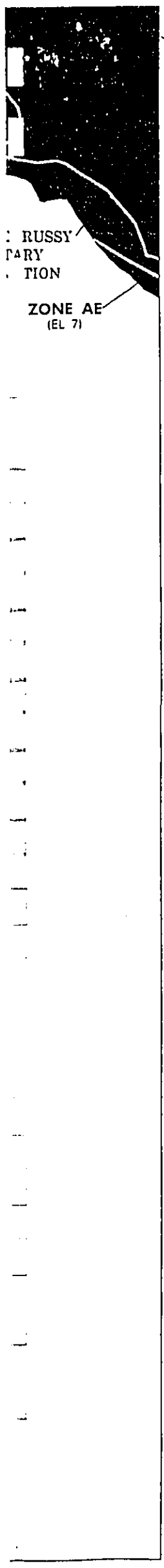
This letter also acknowledges receipt of your \$105.00 payment for the information provided. Should you require additional information, please call Ms. Jessie Dobinchick of my staff at 438-8876.

Sincerely,


James Pennaz, P.E.
Chief, Civil Works
Technical Branch

Enclosures

DOCUMENT CAPTURED AS RECEIVED



ZONE AO
(DEPTH 2)

RUSSY
COMMUNITY
BOUNDARY

ZONE AE
(EL 7)

JOINS PANEL 0370

21°15'00"
157°50'15"

Floodway delineations prior to use of this map for property purchase or construction purposes

Areas of Special Flood Hazard (100-year flood) include Zones A, AE, A1, A30, AH, AO, A99, V, VE and V1-V30

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the Federal Emergency Management Agency

Floodway widths in some areas may be too narrow to show to scale. Refer to Floodway Data Table where floodway width is shown at 120 inch

Coastal base flood elevations apply only landward of 0.0 NGVD, and include the effects of wave action. These elevations may also differ significantly from those developed by the National Weather Service for hurricane evacuation planning

Corporate limits shown are current as of the date of this map. The user should contact appropriate community officials to determine if corporate limits have changed subsequent to the issuance of this map

This map may incorporate approximate boundaries of Coastal Barrier Resource System Units and/or Otherwise Protected Areas established under the Coastal Barrier Improvement Act of 1990 (PL 101-591)

For community map revision history prior to countywide mapping, see Section 6.0 of the Flood Insurance Study Report.

For adjoining map panels and base map source see separately printed Map Index

MAP REPOSITORY

Refer to Repository Listing on Map Index

EFFECTIVE DATE OF
COUNTYWIDE FLOOD INSURANCE RATE MAP:
NOVEMBER 20, 2000

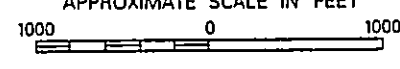
EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL:

Refer to the FLOOD INSURANCE RATE MAP EFFECTIVE DATE shown on this map to determine when actuarial rates apply to structures in zones where elevations or depths have been established

To determine if flood insurance is available, contact an insurance agent or call the National Flood Insurance Program at (800) 638-6620.



APPROXIMATE SCALE IN FEET



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY AND COUNTY
OF HONOLULU,
HAWAII

PANEL 365 OF 395
(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS COMMUNITY	NUMBER	PANEL	SUFFIX
HONOLULU CITY AND COUNTY OF	150001	0365	E

MAP NUMBER
15003C0365 E

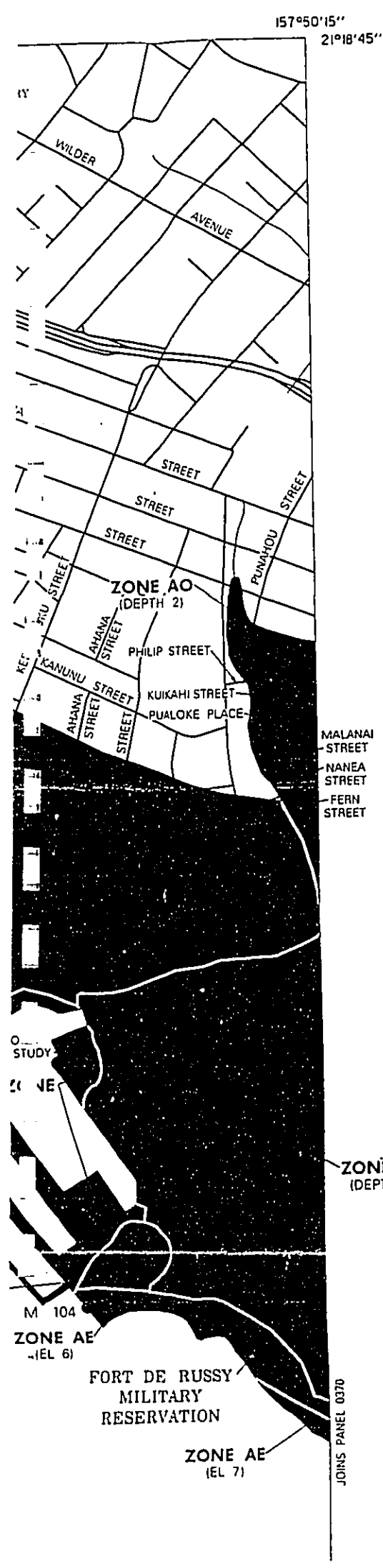
EFFECTIVE DATE:
NOVEMBER 20, 2000



Federal Emergency Management Agency

DOCUMENT CAPTURED AS RECEIVED

G



LEGEND

- SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD**
- ZONE A** No base flood elevations determined.
 - ZONE AE** Base flood elevations determined.
 - ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
 - ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
 - ZONE A99** To be protected from 100-year flood by Federal flood protection system under construction; no base flood elevations determined.
 - ZONE V** Coastal flood with velocity hazard (wave action); no base flood elevations determined.
 - ZONE VE** Coastal flood with velocity hazard (wave action); base flood elevations determined.
- FLOODWAY AREAS IN ZONE AE**
- OTHER FLOOD AREAS**
- ZONE X** Areas of 500 year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.
- OTHER AREAS**
- ZONE X** Areas determined to be outside 500-year floodplain.
 - ZONE D** Areas in which flood hazards are undetermined.
- UNDEVELOPED COASTAL BARRIERS**
- Identified 1983
 - Identified 1990
 - Otherwise Protected Areas
- Coastal barrier areas are normally located within or adjacent to Special Flood Hazard Areas.
- Floodplain Boundary
 - Floodway Boundary
 - Zone D Boundary
 - Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Different Coastal Base Flood Elevations Within Special Flood Hazard Zones
 - Base Flood Elevation Line: Elevation in Feet See Map Index for Elevation Datum
 - Cross Section Line
 - Base Flood Elevation in Feet Where Uniform Within Zone. See Map Index for Elevation Datum
 - Elevation Reference Mark
 - River Mile
 - Horizontal Coordinates Based on North American Datum of 1927 (NAD 27) Projection.
- 513
- (EL 987)
- RM7 X
- M2
- 97°07'30", 32°22'30"

NOTES

This map is for use in administering the National Flood Insurance Program, it does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size, or all planimetric features outside Special Flood Hazard Areas. The community map repository should be consulted for more detailed data on BFE's, and for any information on floodway delineations, prior to use of this map for property purchase or construction purposes.

Area of Special Flood Hazard (100-year flood) include Zones A, AE, A1-A30, AH, AO, A99, V, VE and V1-V30.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the Federal Emergency Management Agency.

Floodway widths in some areas may be too narrow to show to scale. Refer to Floodway Data Table where floodway width is shown at 1/20 inch.

Coastal base flood elevations apply only landward of 0 0 NGVD, and include the effects of wave action, these elevations may also differ significantly from those developed by the National Weather Service for hurricane evacuation planning.

Corporate limits shown are current as of the date of this map. The user should contact appropriate community officials to determine if corporate limits have changed subsequent to the issuance of this map.

This map may incorporate approximate boundaries of Coastal Barrier Resource System Units and/or Otherwise Protected Areas established under the Coastal Barrier Improvement Act of 1990 (PL 101-591).

For community map revision history prior to countywide mapping, see Section 60 of the Flood Insurance Study Report.

For adjoining map panels and base map source see separately printed Map Index.

MAP REPOSITORY
Refer to Repository Listing on Map Index

DATE OF

DOCUMENT CAPTURED AS RECEIVED



TMK 2-3-37:13

46

44

43

42

41

40

39

41

HURRICANE VULNERABILITY STUDY
FOR HONOLULU, HAWAII, AND VICINITY

VOLUME 2
DETERMINATION OF COASTAL
INUNDATION LIMITS FOR
SOUTHERN OAHU FROM
BARBERS POINT TO KOKO HEAD

PREPARED FOR THE
STATE OF HAWAII
DEPARTMENT OF DEFENSE

May 1985



US ARMY CORPS
OF ENGINEERS
Pacific Ocean Division

Table 6-2

SUMMARY OF RUN-UP AND FLOOD LIMITS

RUN-UP/INUNDATION LIMITS
(Dimensions - feet)

SCENARIO #1: (SE Model)

Profile	Distance	*Elevation (MLLW)	Profile	Distance	*Elevation (MLLW)
1	63	13.5	37	260	8.0
2	64	13.7	38	241	8.1
3	57	9.7	39	206	8.3
4	370	6.9	40	3200	7.5
5	493	6.7	41	3700	7.6
6	1650	6.1	42	3700	7.4
7	682	6.6	43	3500	5.1
8	1200	6.6	44	3460	5.8
9	800	7.7	45	3900	6.4
10	2400	7.0	46	3500	7.5
11	502	6.5	47	1500	6.6
12	306	6.8	48	1000	5.0
13	709	8.1	49	23	13.9
14	68	9.4	50	17	14.6
15	1100	7.8	51	500	7.5
16	400	9.0	52	328	6.7
17	201	8.1	53	2500	6.6
18	160	8.0	54	800	6.5
19	136	9.0	55	14	9.3
20	1550	7.0	56	17	11.6
21	1450	8.5	57	24	16.4
22	1200	6.6	57a	4000	6.5
23	191	8.8	57b	3400	6.0
24	40	10.0	58	1000	6.3
25	48	11.0	59	2000	7.1
26	30	11.7	60	82	9.9
27	36	13.5	61	1100	6.3
28	129	9.9	62	1400	6.4
29	90	11.5	63	86	11.1
30	56	10.7	64	76	9.5
31	65	10.0	65	900	7.6
32	55	10.2	66	601	6.4
33	151	8.1	67	584	10.0
34	245	7.9	68	84	9.7
35	228	8.0	69	70	10.7
36	200	9.5	70	49	10.6
			71	151	9.6

*Subtract 0.8 to obtain MSL

Table 6-4

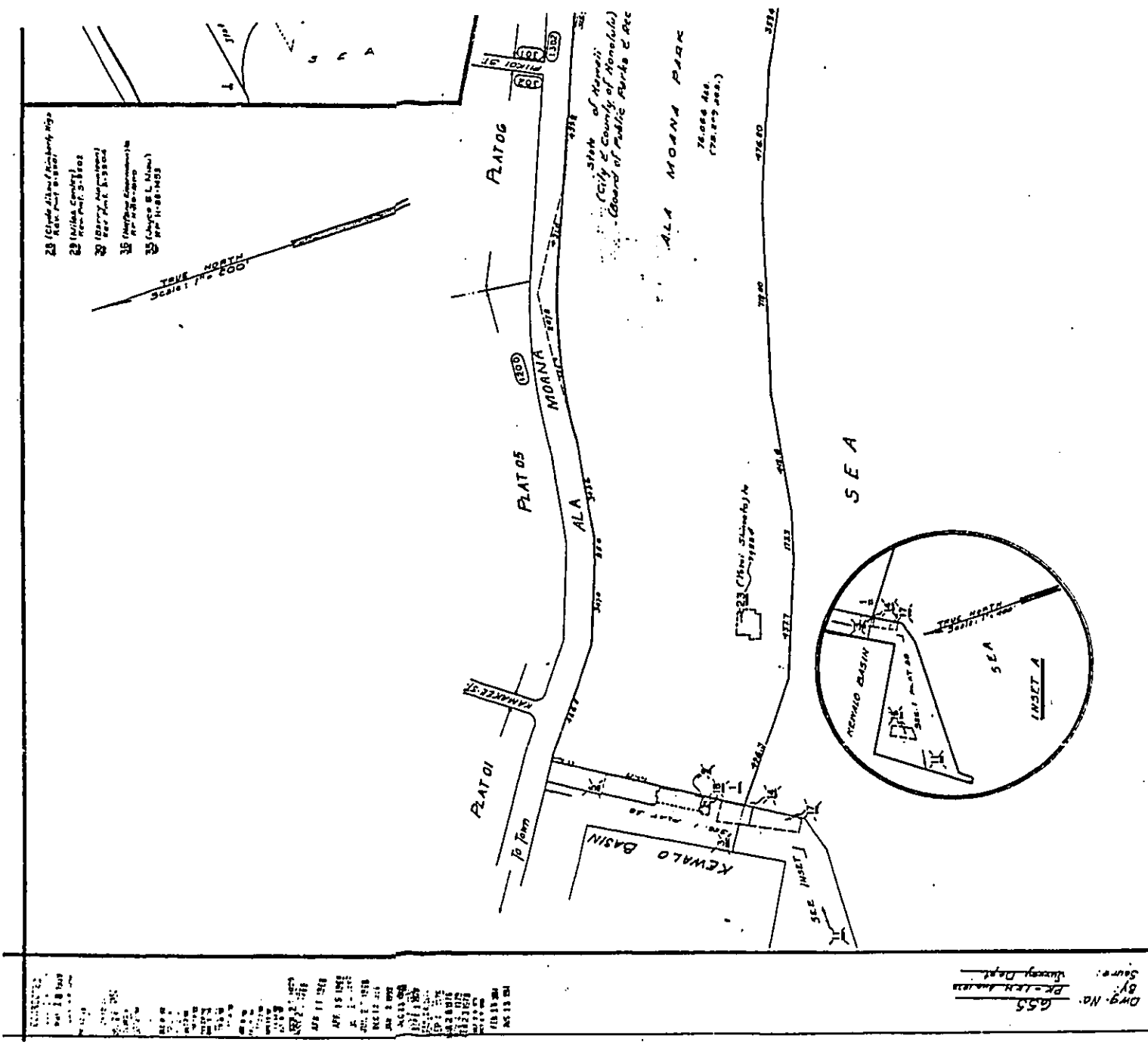
SUMMARY OF RUN-UP AND FLOOD LIMITS

RUN-UP/INUNDATION LIMITS
(Dimensions - feet)

SCENARIO #3: (SW Model)

Profile	Distance	*Elevation (MLLW)	Profile	Distance	*Elevation (MLLW)
1	66	15.0	37	256	8.6
2	70	15.0	38	242	8.5
3	75	10.3	39	212	8.6
4	397	7.4	40	5400	8.6
5	520	7.2	41	4700	7.5
6	1650	6.6	42	4700	7.4
7	708	7.1	43	5100	7.4
8	1200	6.0	44	4200	7.7
9	727	6.9	45	5400	7.9
10	2400	7.0	46	5000	8.2
11	721	8.3	47	3000	7.5
12	313	6.8	48	1000	5.3
13	300	7.1	49	25	15.0
14	67	9.3	50	17	14.7
15	980	7.1	51	500	7.5
16	400	9.0	52	800	8.6
17	203	8.1	53	2500	6.7
18	153	7.8	54	800	6.3
19	137	9.1	55	16	10.6
20	1755	8.0	56	19	12.8
21	1380	7.8	57	28	18.8
22	1300	7.2	57a	2200	5.8
23	149	7.7	57b	2350	5.3
24	58	10.2	58	180	6.0
25	43	10.8	59	3000	10.7
26	29	11.2	60	800	5.0
27	40	14.9	61	1200	6.5
28	110	9.0	62	1350	6.2
29	64	10.2	63	54	10.6
30	66	11.8	64	88	10.6
31	66	11.5	65	900	7.6
32	57	11.1	66	710	7.3
33	167	8.6	67	53	9.2
34	266	8.2	68	84	9.6
35	237	8.1	69	144	11.6
36	200	9.5	70	50	10.8
			71	82	9.1

*Subtract 0.8 to obtain MSL



FIGURES



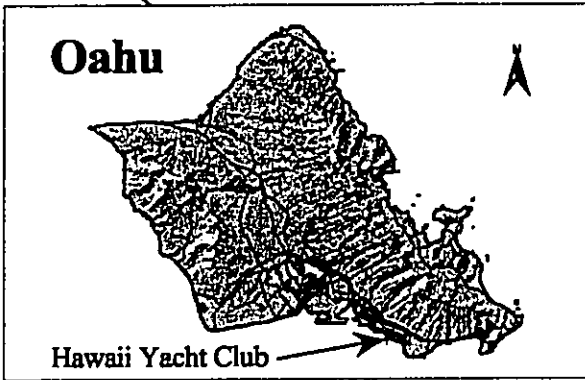
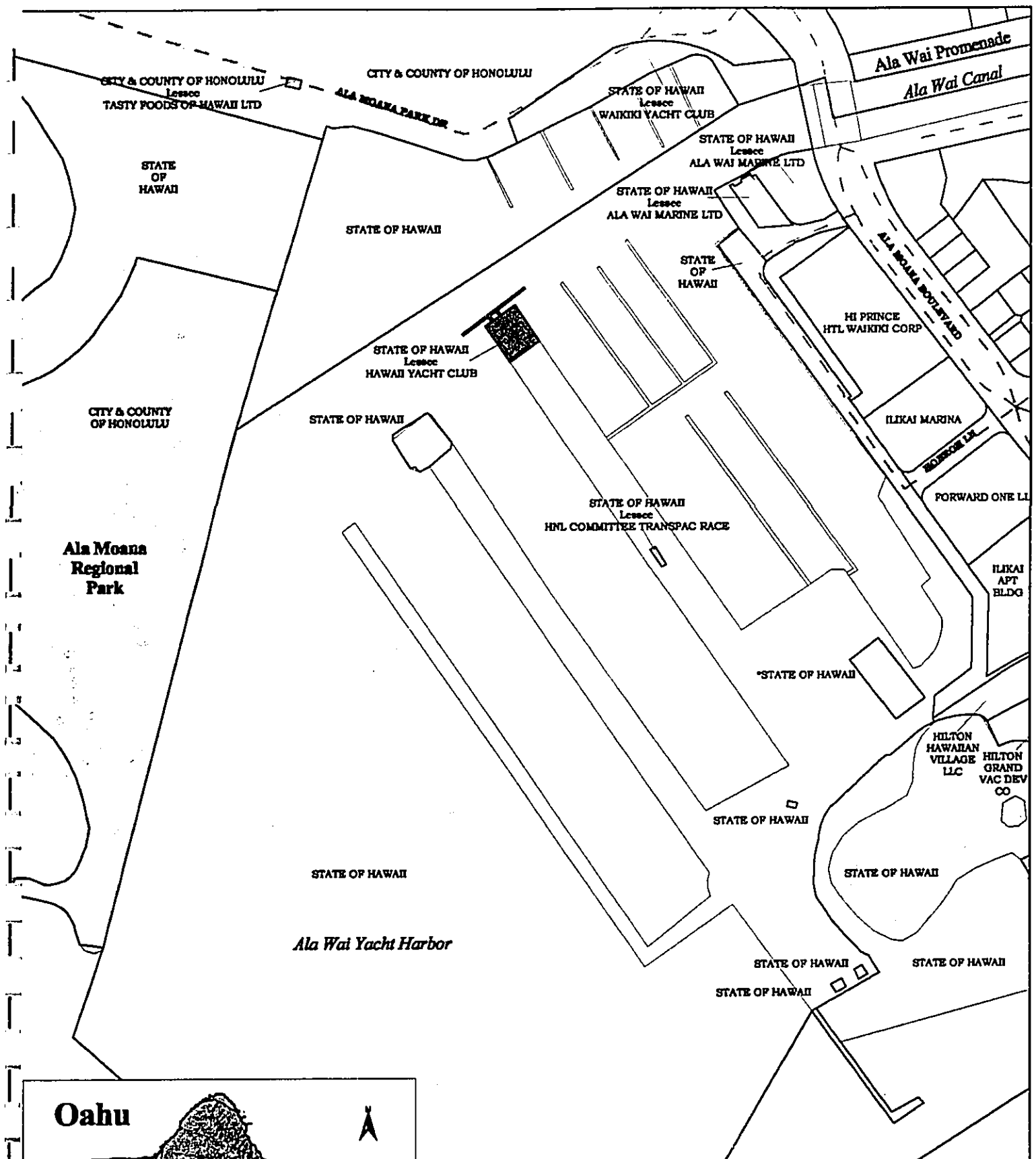
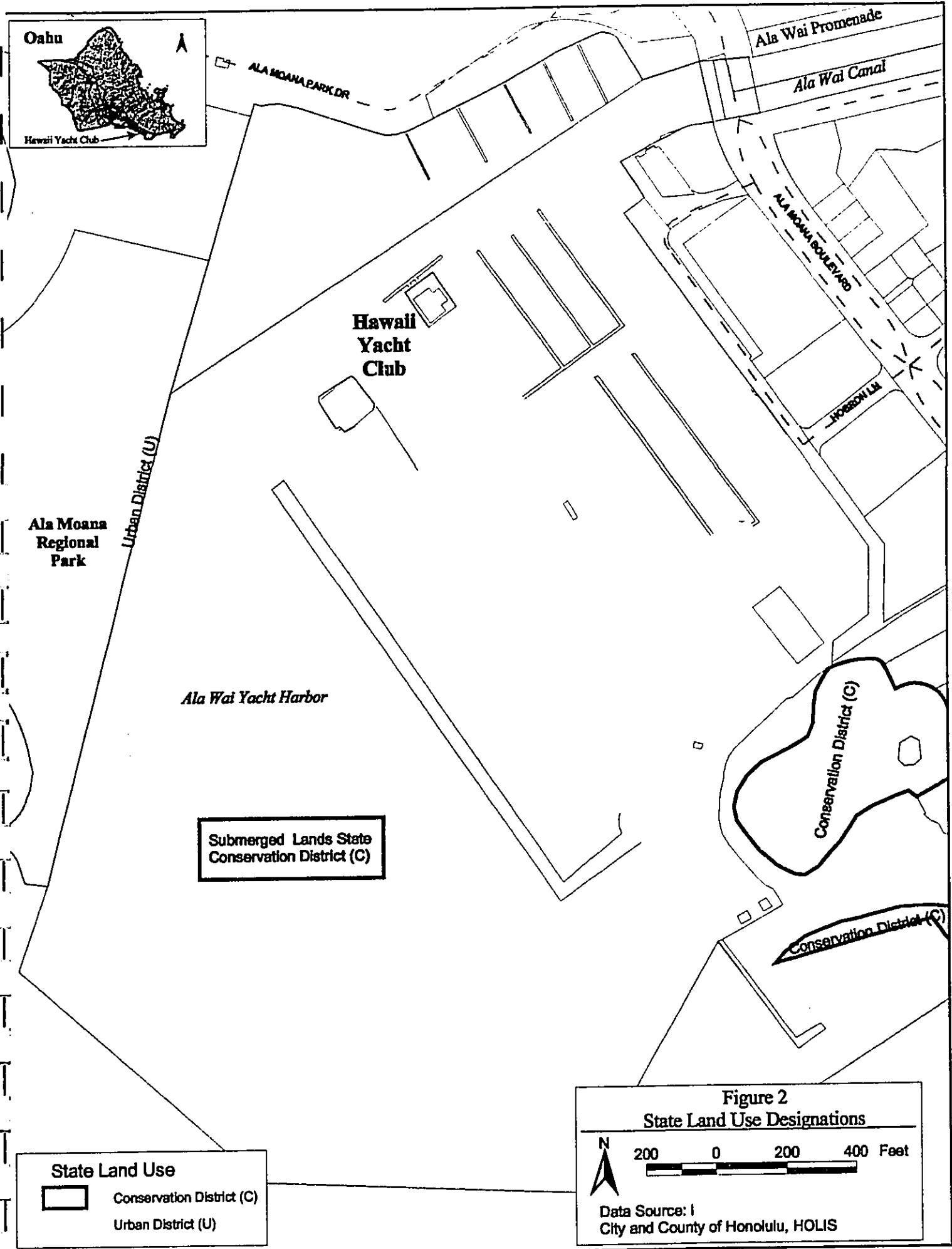
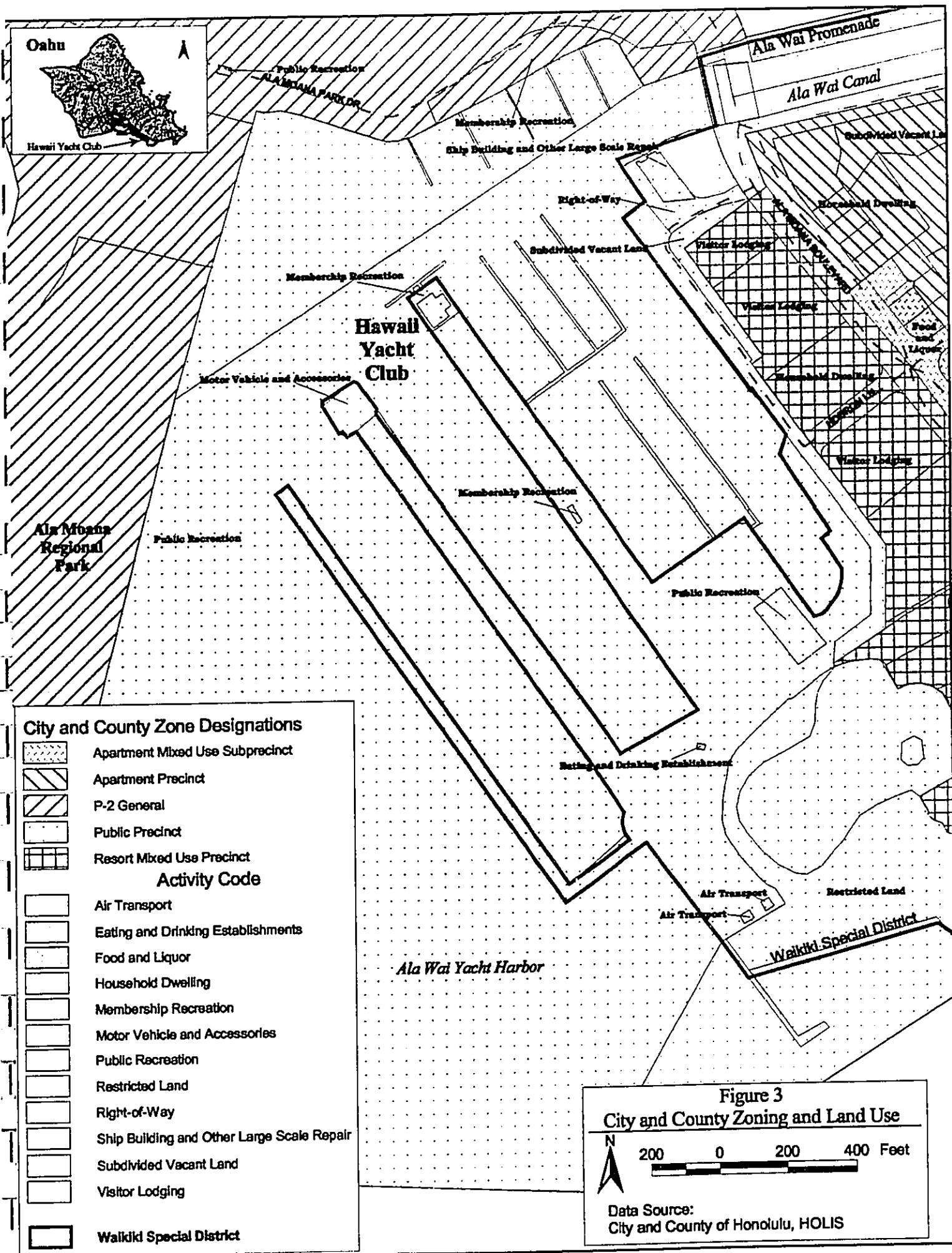
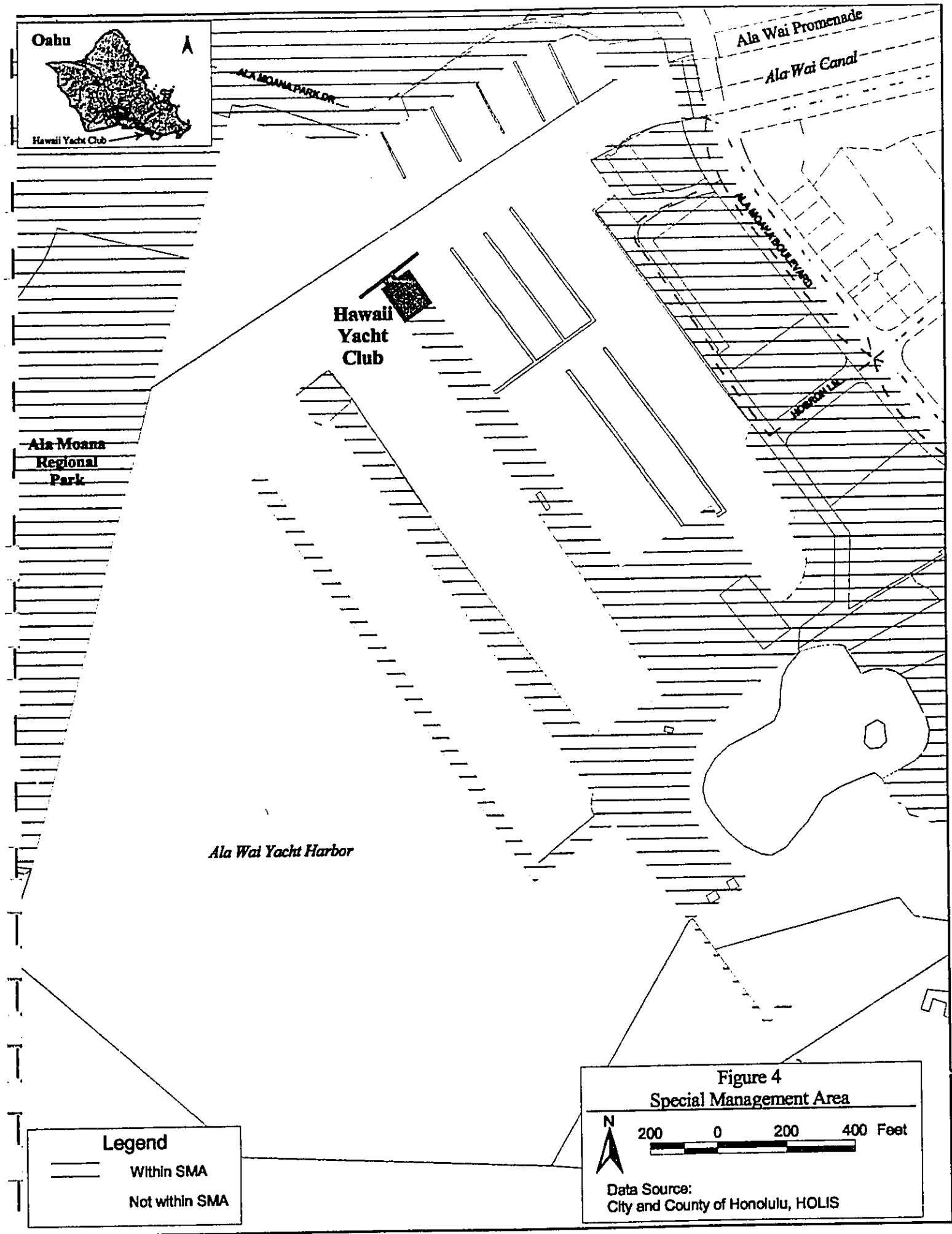


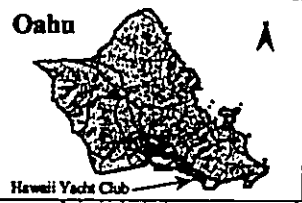
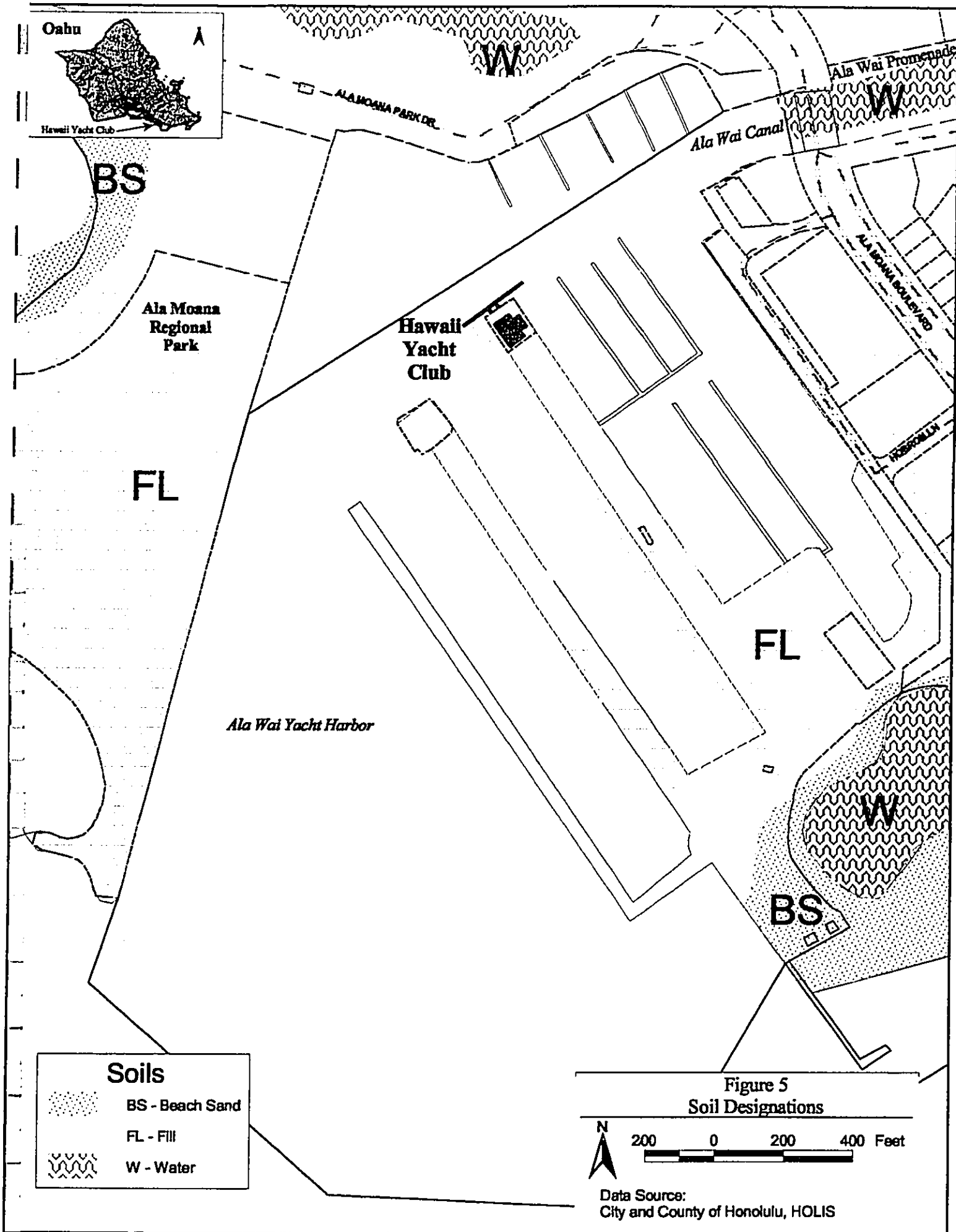
Figure 1
Hawaii Yacht Club Location Map

Data Source:
City and County of Honolulu, HOLIS









BS

Ala Moana Regional Park

FL

Hawaii Yacht Club

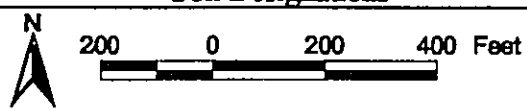
Ala Wai Yacht Harbor

FL

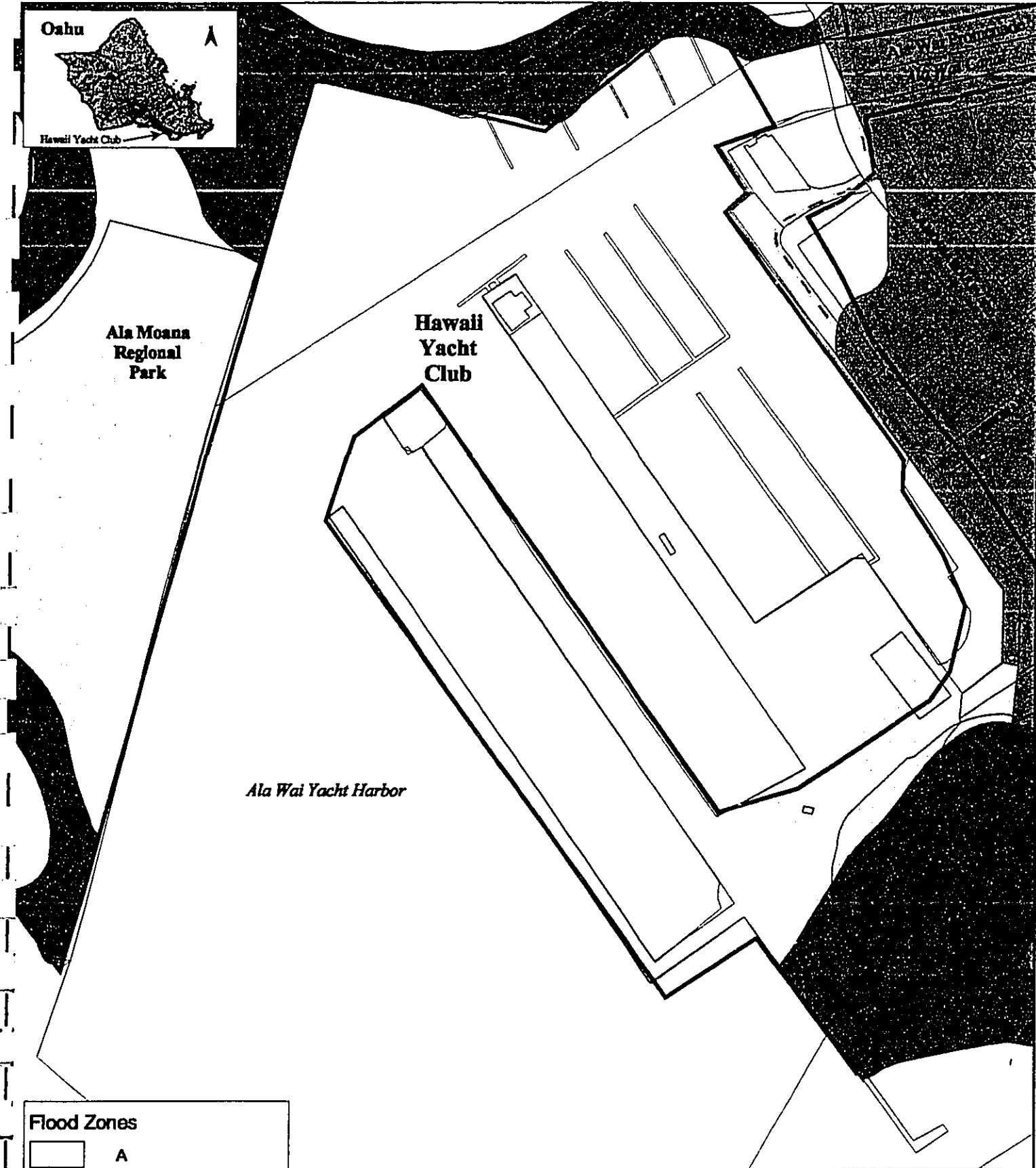
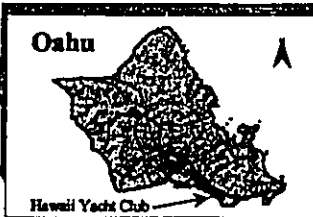
BS

Soils	
	BS - Beach Sand
	FL - Fill
	W - Water

Figure 5
Soil Designations



Data Source:
City and County of Honolulu, HOLIS



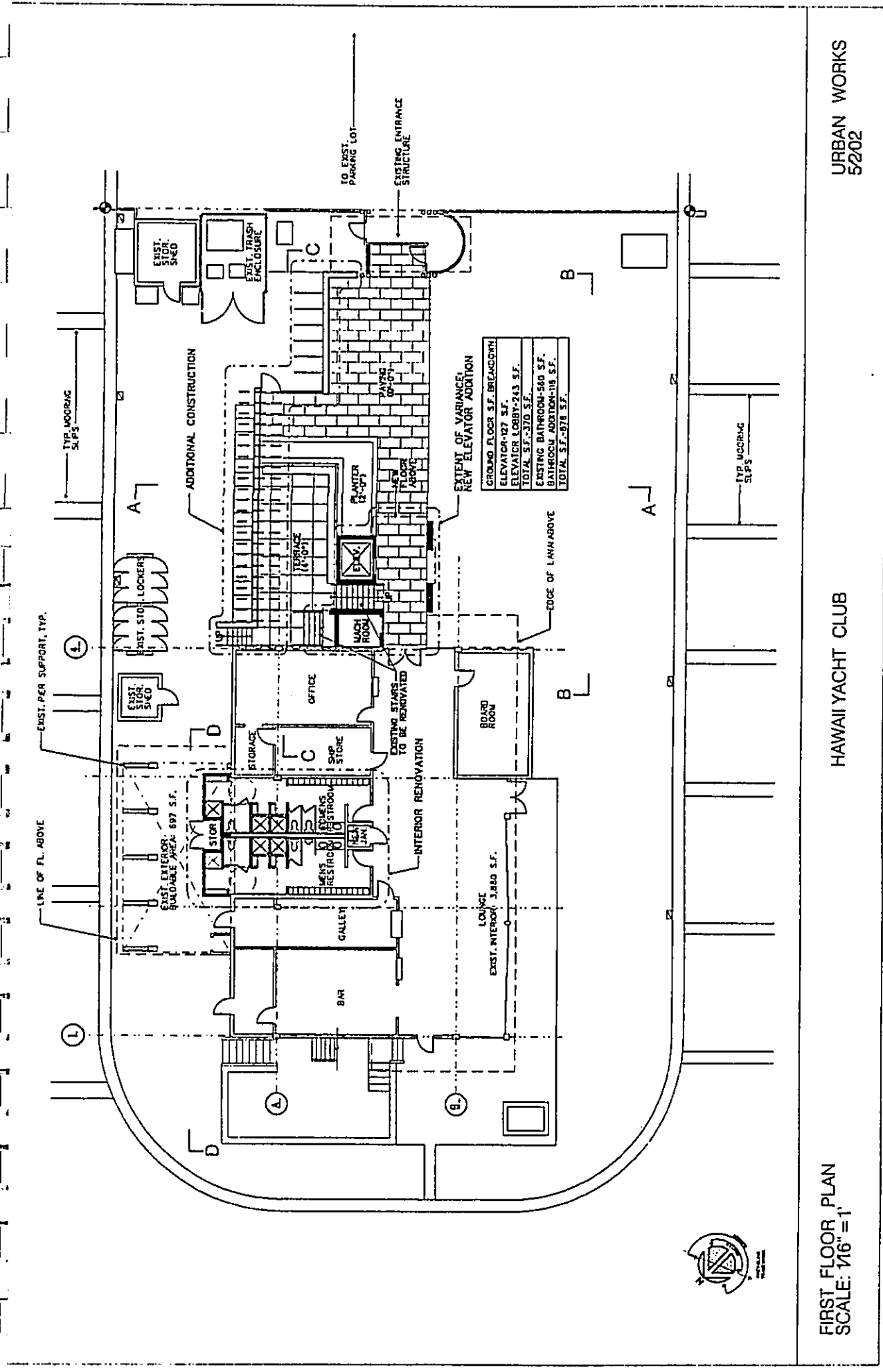
Flood Zones	
	A
	AE
	AO
Tsunami Evacuation Zones	
	AIRPORT TO WAIKIKI
	WAIKIKI

Figure 6
Hazard Designations

N

200 0 200 400 Feet

Data Source:
City and County of Honolulu, HOLIS

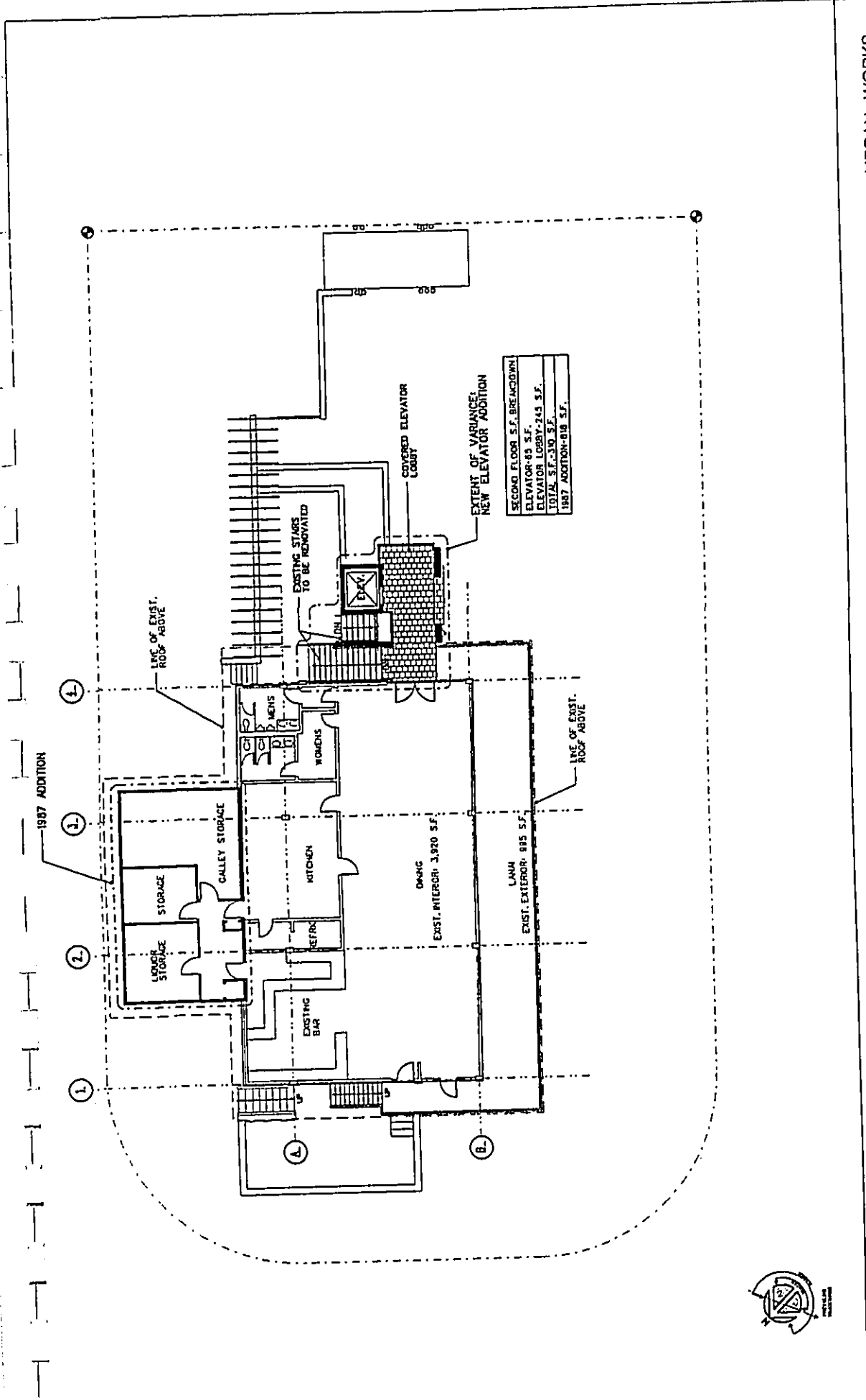


FIRST FLOOR PLAN
SCALE: 1/16" = 1'

HAWAII YACHT CLUB

URBAN WORKS
5/20/02

Figure 7a
First Floor Plan



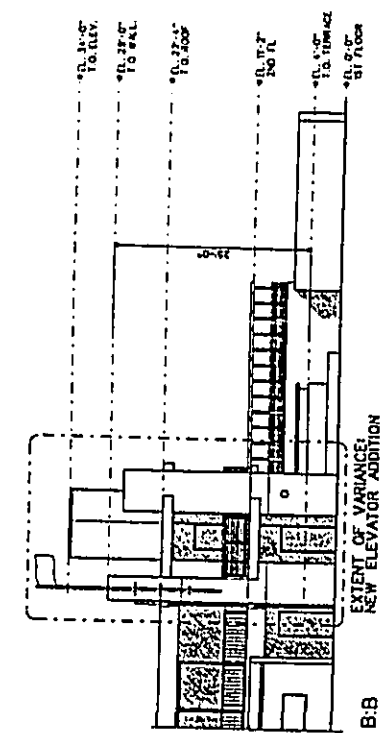
SECOND FLOOR S.F. BREAKDOWN
ELEVATOR-85 S.F.
ELEVATOR LOBBY-245 S.F.
TOTAL S.F.-330 S.F.
1987 ADDITION-818 S.F.

URBAN WORKS
5/2/02

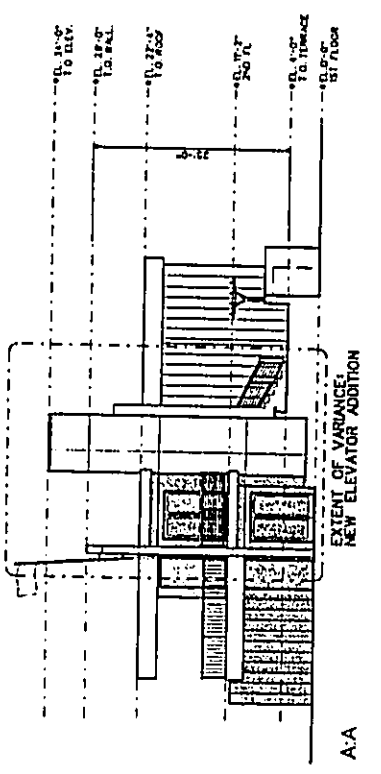
HAWAII YACHT CLUB

SECOND FLOOR PLAN
SCALE: 1/16" = 1'

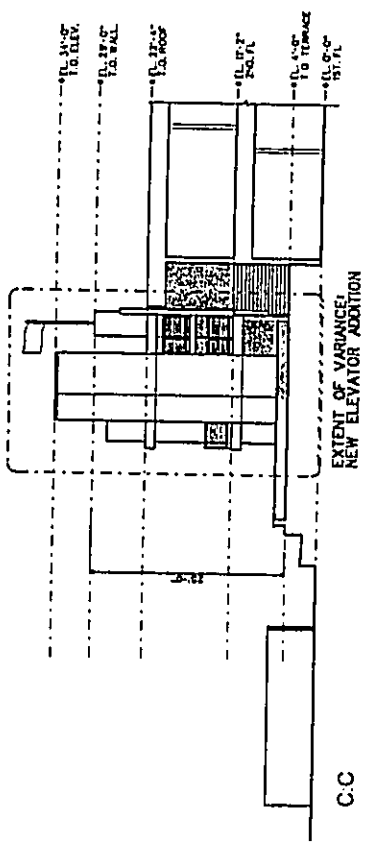
Figure 7b
Second Floor Plan



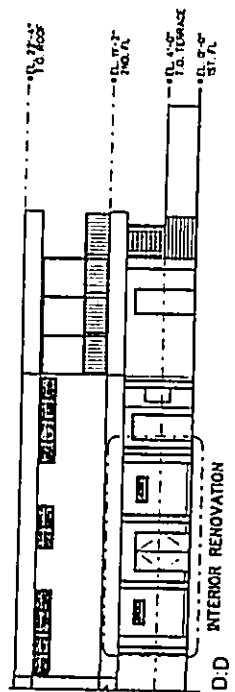
B:B
MAKAI ELEVATION



A:A
DIAMOND HEAD ELEVATION



C:C
MAUKA ELEVATION



D:D
MAUKA ELEVATION



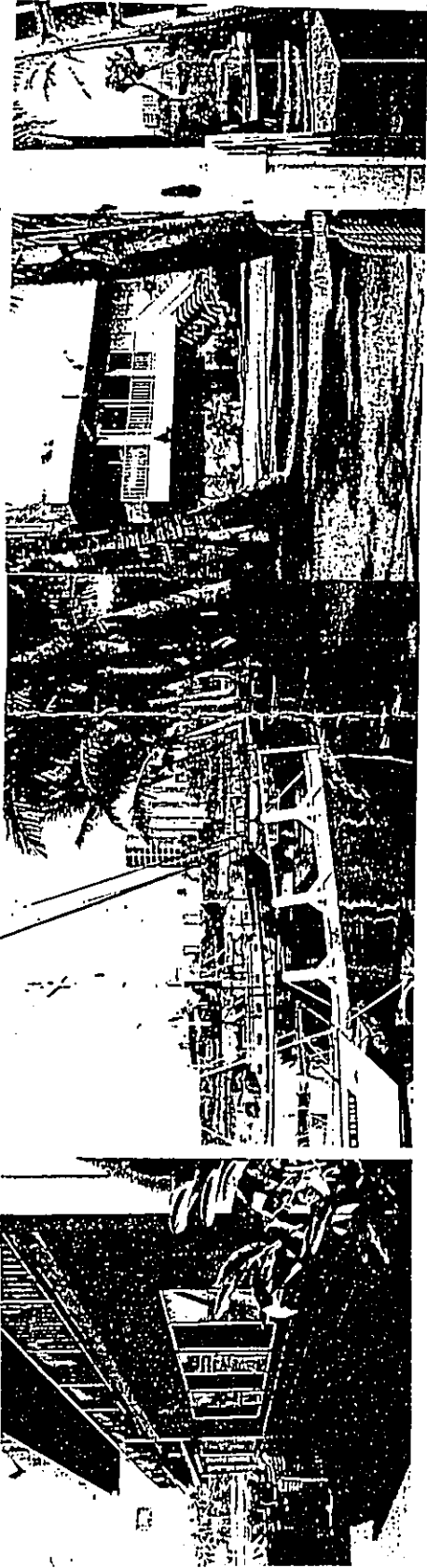
EXTERIOR ELEVATIONS
SCALE: 1/16" = 1'

HAWAII YACHT CLUB

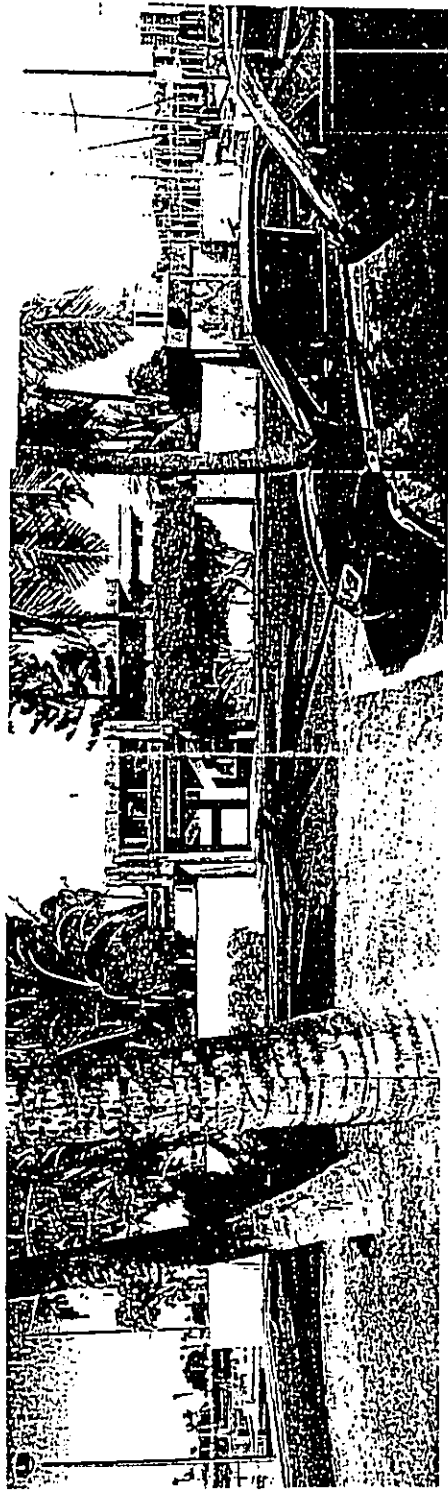
URBAN WORKS
5202

Figure 7c
Exterior Elevations

View of makai side of building, board room in foreground; ground floor lounge beyond.



View of Ye... b Buil... ing in... direction; Ala Moana Beach Park and Naunu Tower in background.



View of yacht club entry structure as seen from public parking lot, looking in Ewa direction.

HAWAII YACHT CLUB ADDITIONS & RENOVATIONS: Photographs of Building and Grounds

Figure 8a Photographs of Building and Grounds

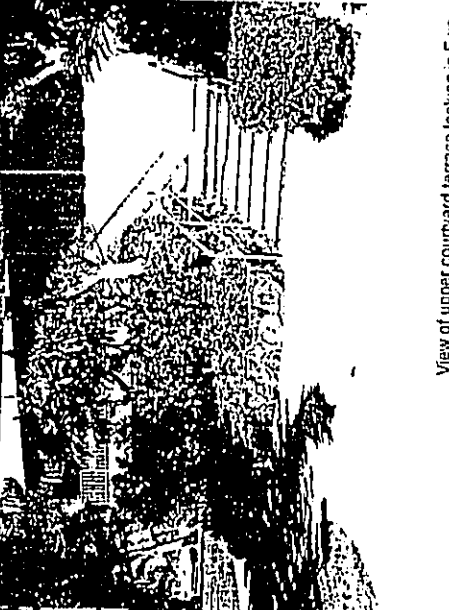
View of main lawn, walkway and upper courtyard terrace; yacht club at the left and parking lot toward the right.



Stair to existing upper courtyard terrace; ground floor entrance at left.



View of upper courtyard terrace looking in Ewa direction; main stair to second floor dining space in background



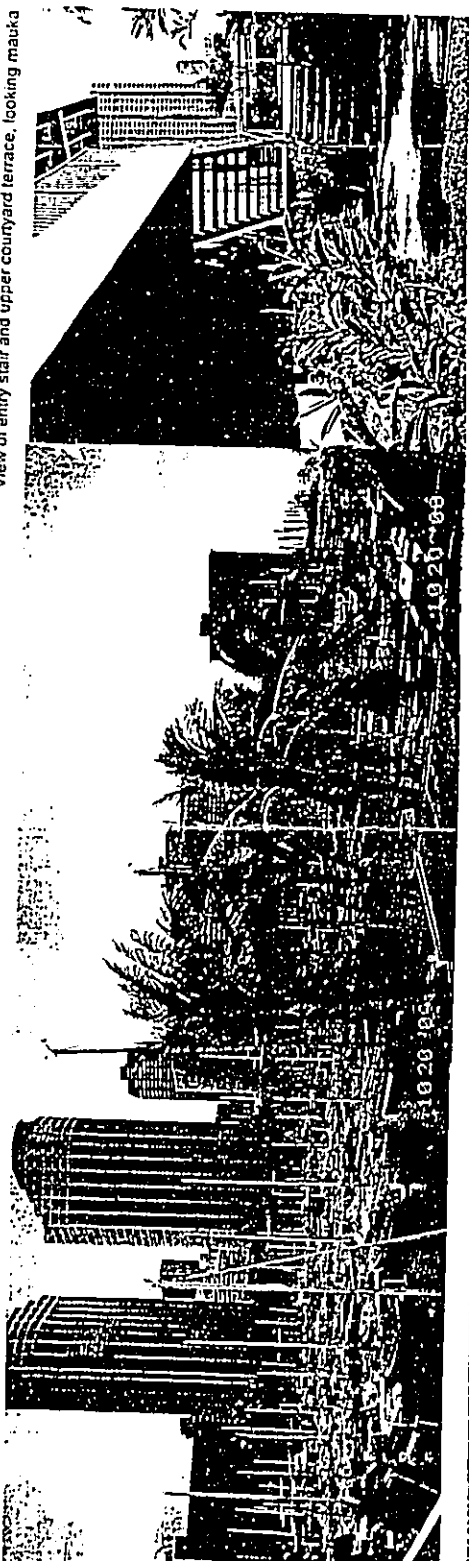
View of the yacht club building looking in Ewa direction; main dining lanai and interior space on second floor; upper courtyard terrace at right



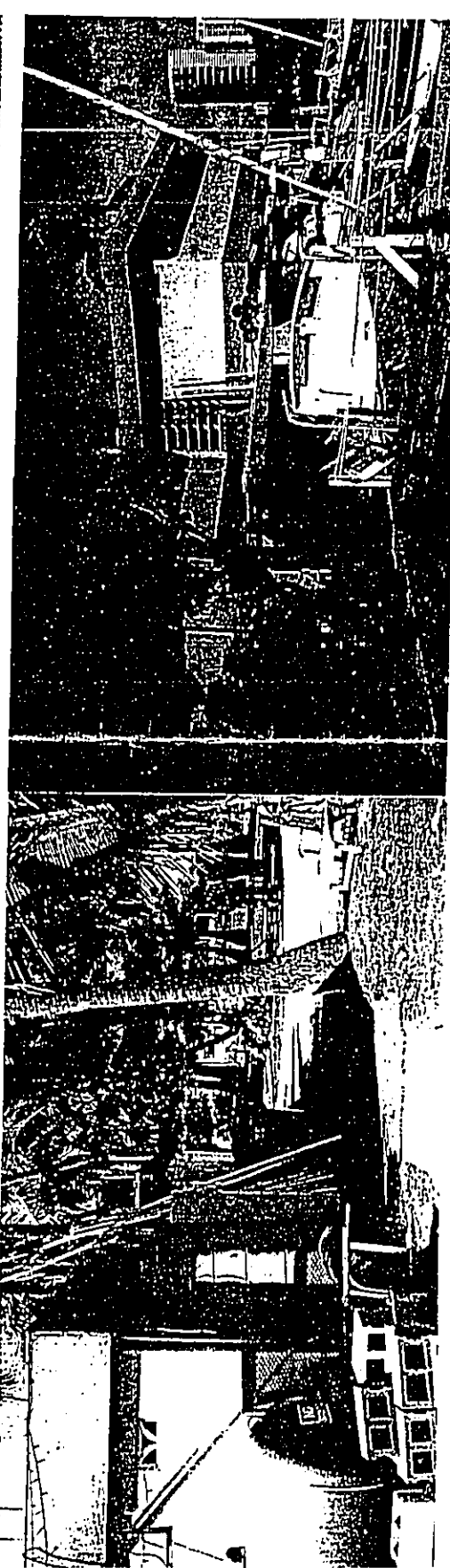
HAWAII YACHT CLUB ADDITIONS & RENOVATIONS: Photographs of Building and Grounds

Figure 8b
Photographs of Building and Grounds

View of boat harbor looking towards Diamond Head, Hawaii Prince, Ilikai and Hilton Hawaiian Village beyond.



View of entry stair and upper courtyard terrace, looking mauka

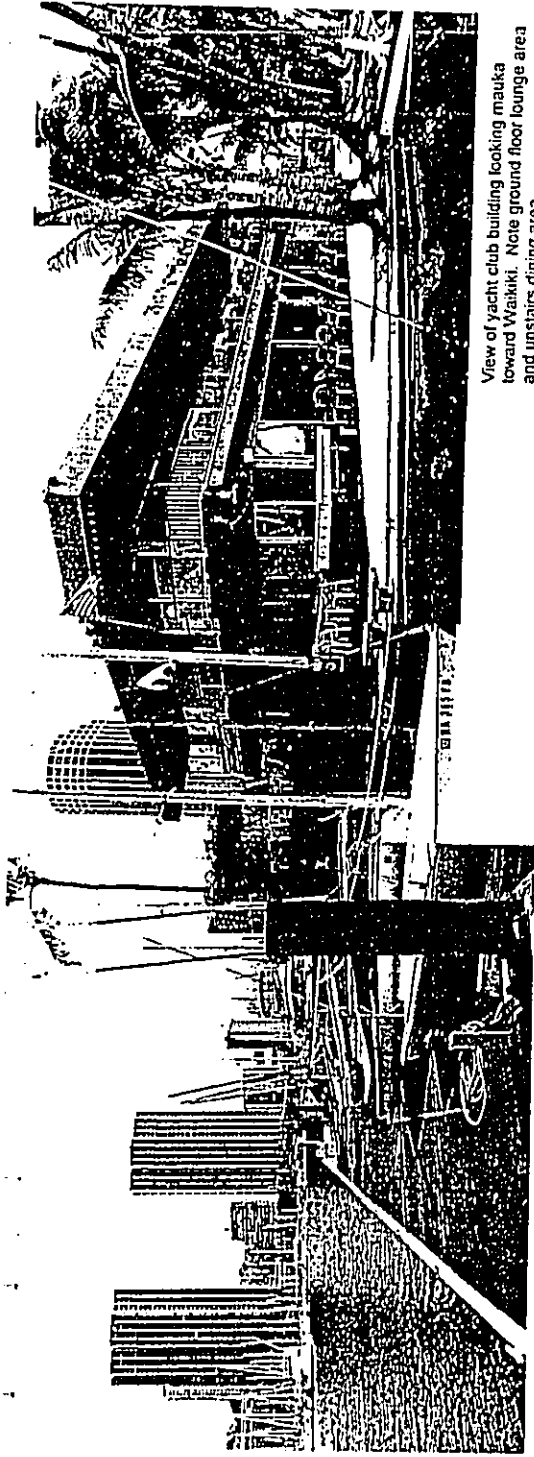


View of storage shed and entry structure looking in makai direction.

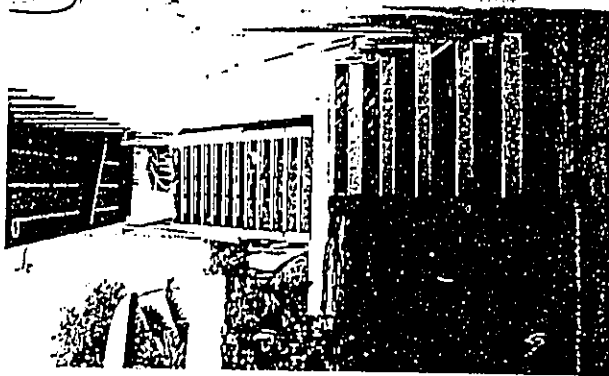
View of back of house area on mauka side of the yacht club building. Ala Moana Beach Park beyond

HAWAII YACHT CLUB ADDITIONS & RENOVATIONS:
Photographs of Building and Grounds

Figure 8c
Photographs of Building and Grounds



View of yacht club building looking mauka toward Waikiki. Note ground floor lounge area and upstairs dining area.



View of upper courtyard terrace and stair to second floor dining area.



Back of house area on mauka side of the yacht club building. (Five feet of toilet expansion to occur on ground level under the covered area)



Back of house area on mauka side of the yacht club building. (Five feet of toilet expansion to occur on ground level under the covered area)

HAWAII YACHT CLUB ADDITIONS & RENOVATIONS:
Photographs of Building and Grounds

Figure 8d
Photographs of Building and Grounds

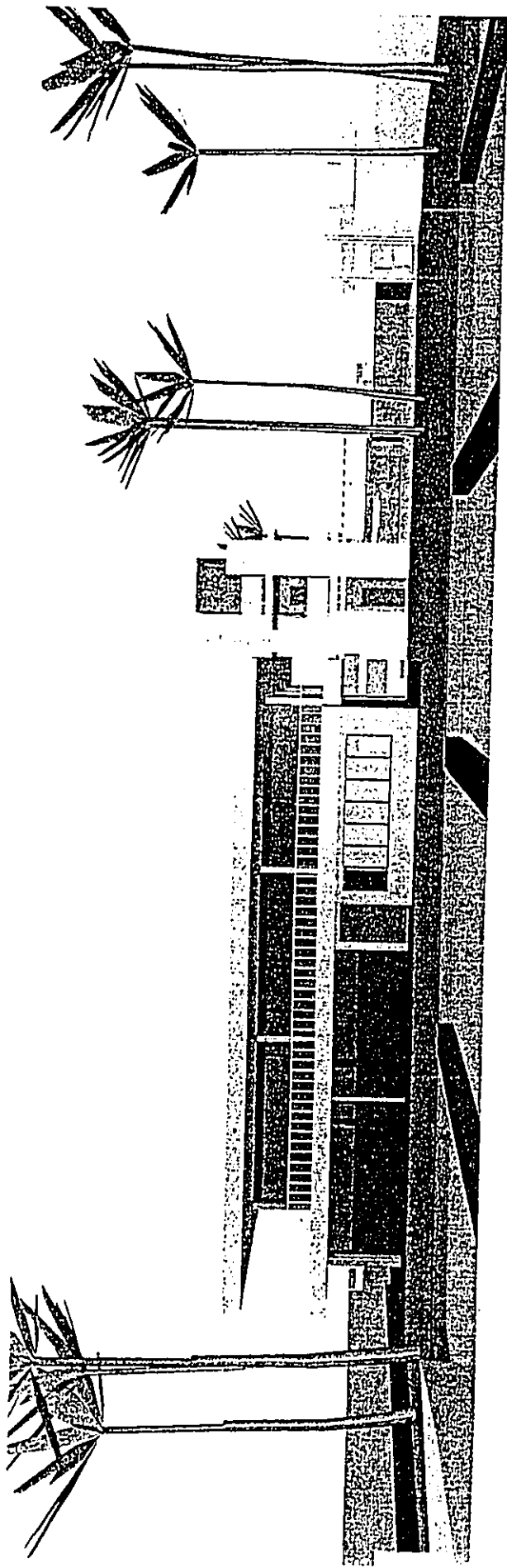


Figure 9a
Rendering of Building – Looking Northeast

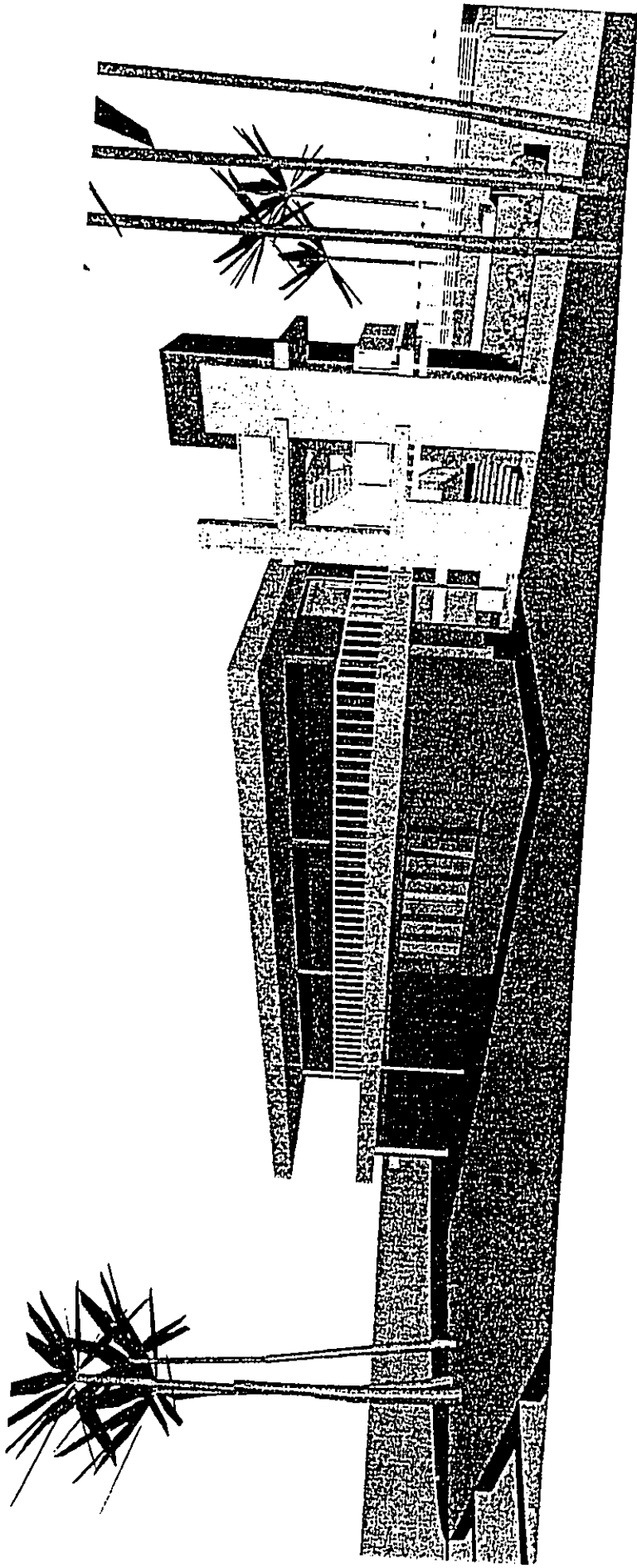


Figure 9b
Rendering of Building - Looking North

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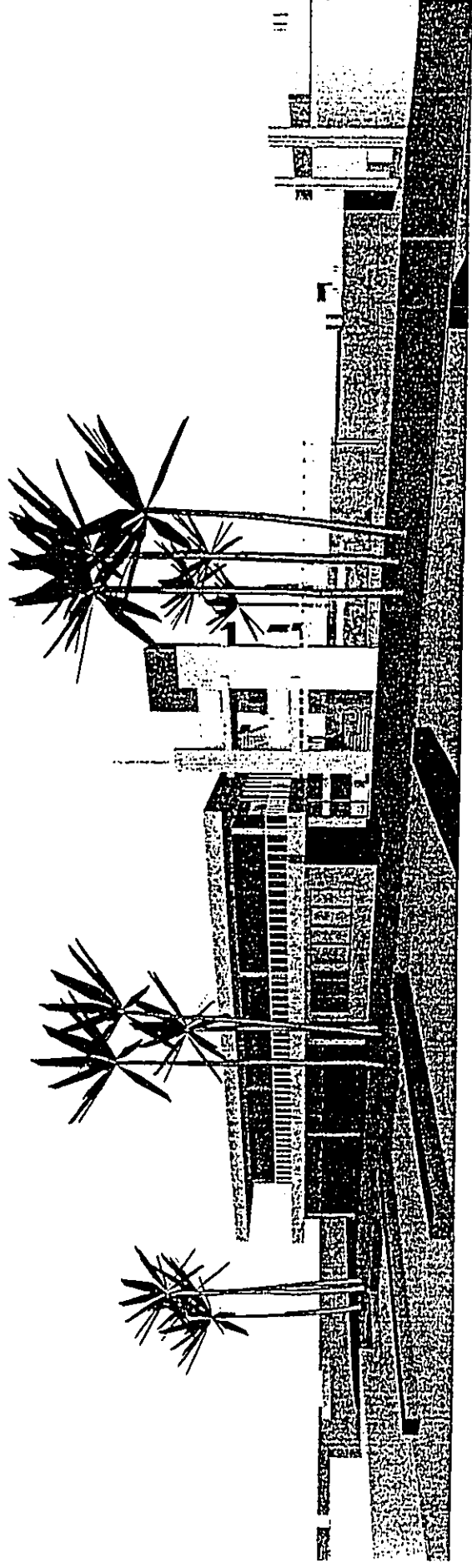


Figure 9c
Rendering of Building – Looking North

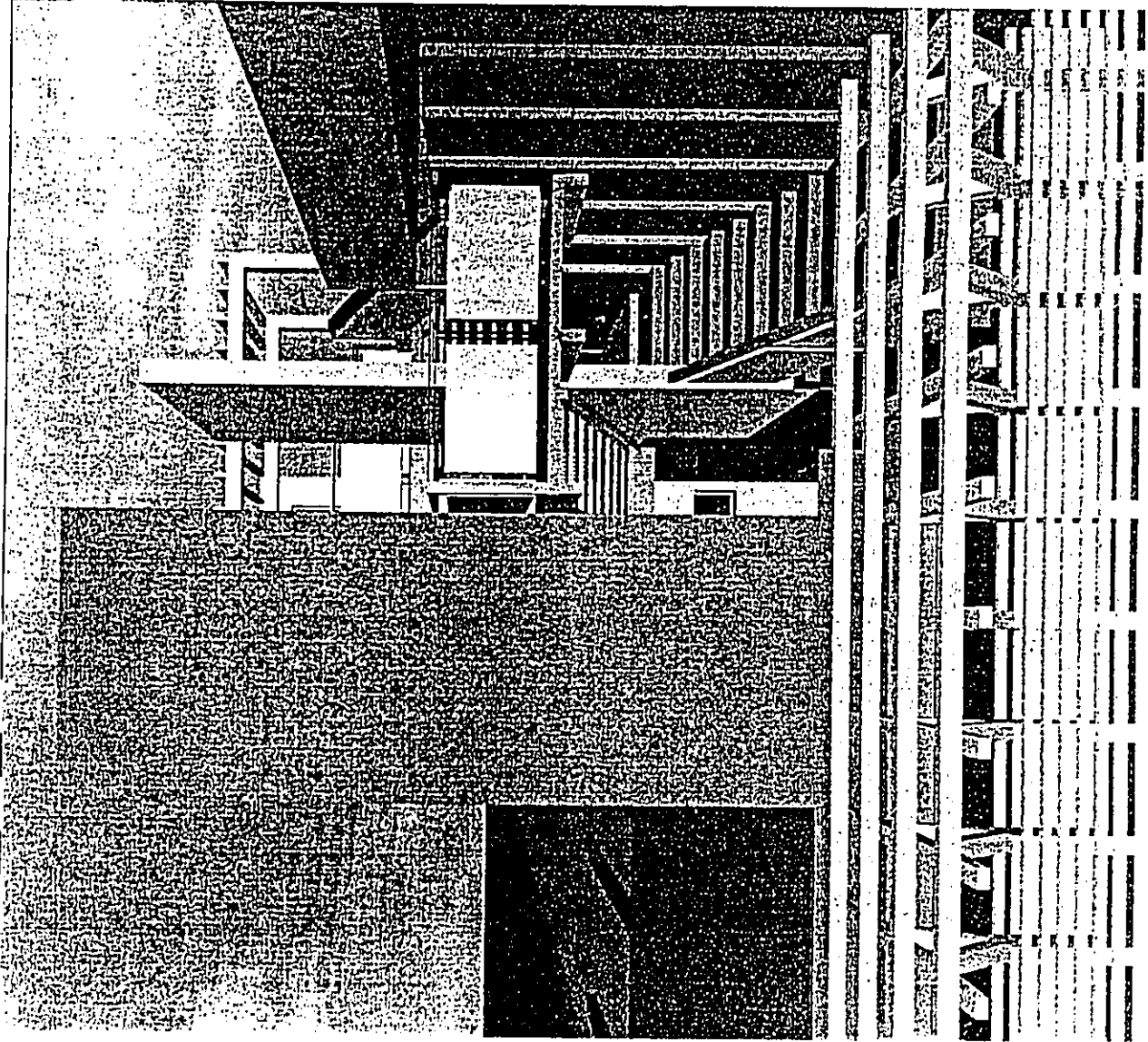


Figure 9d
Rendering of Renovated Stairway

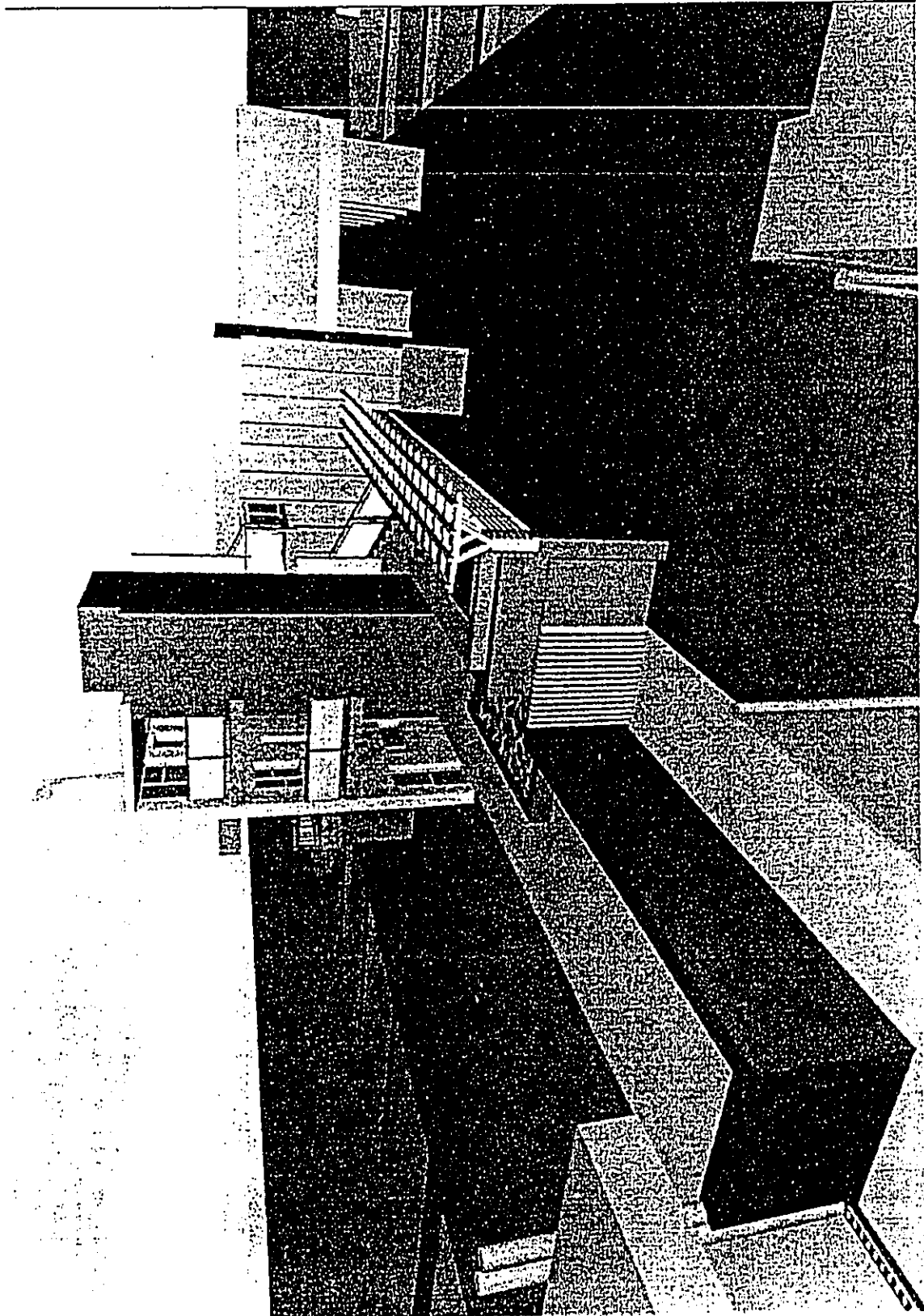
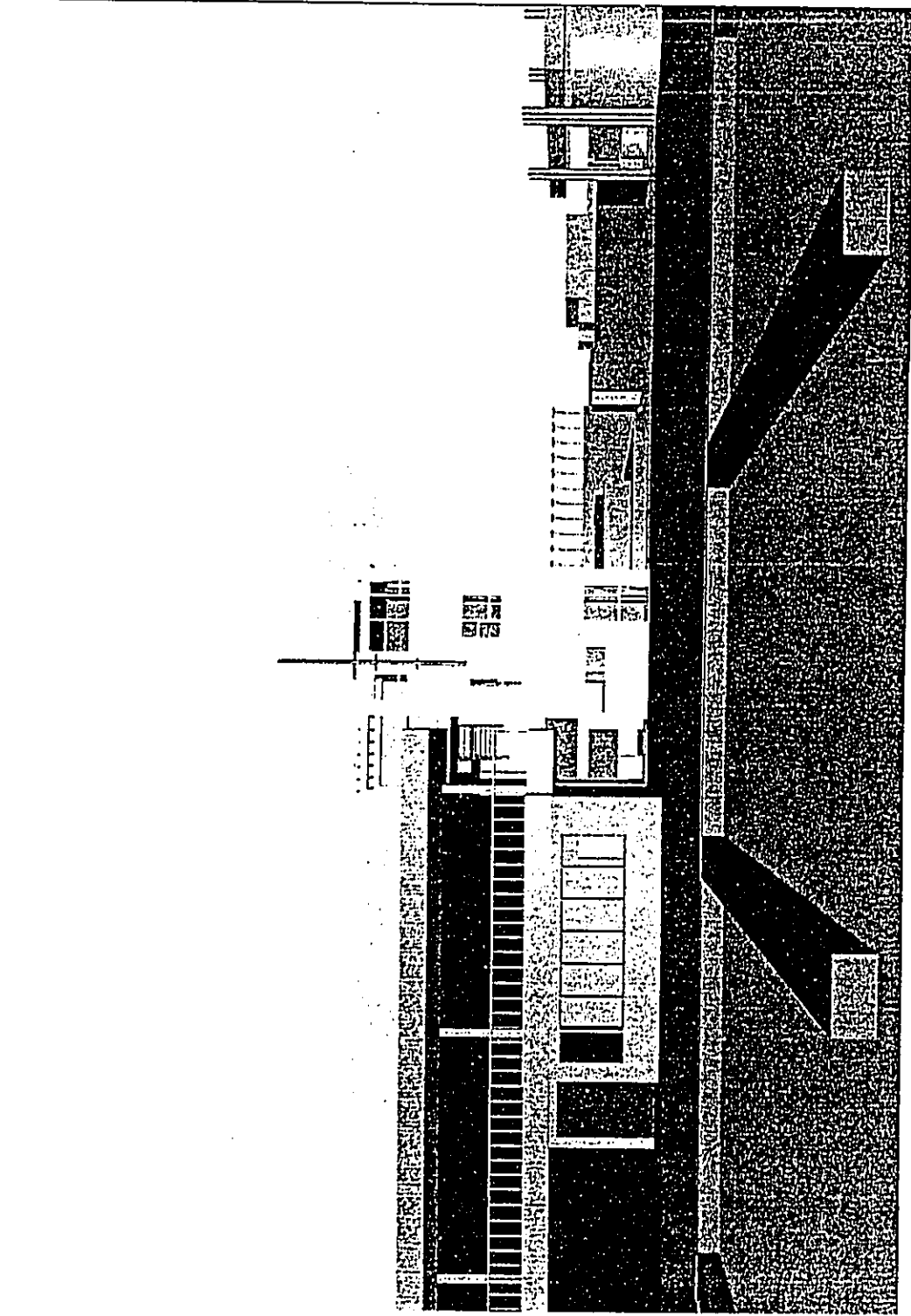


Figure 9e
Rendering of Building – Looking Northeast

Figure 9f
Rendering of Building - Looking North



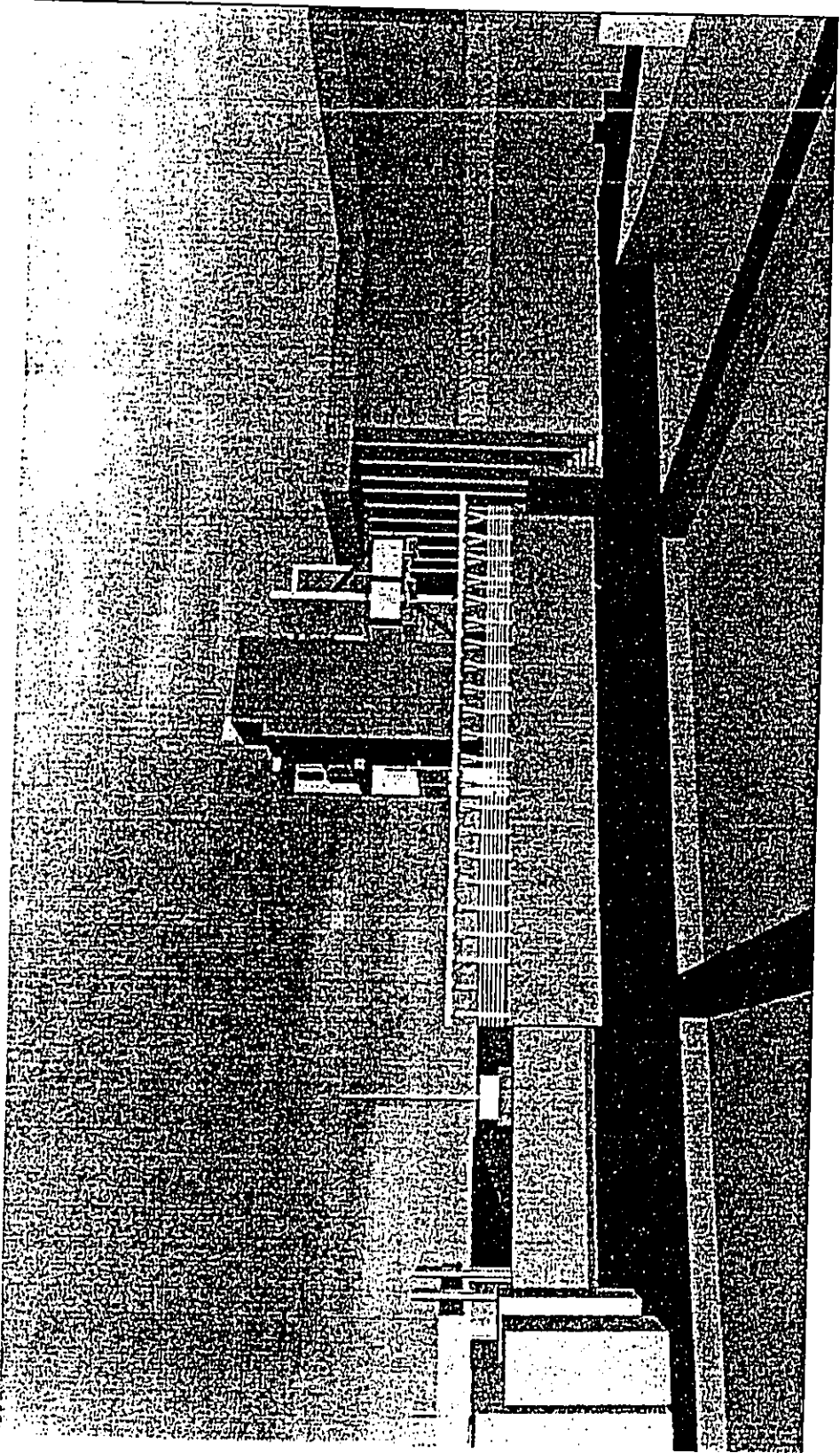


Figure 9g
Rendering of Stairway, Elevator Structure and Lobby