ALA WAI SMALL BOAT HARBOR
COMMUNITY ENGAGEMENT
FINDINGS & CONCEPTUAL PLAN

FINAL REPORT
DEC 2017
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FINAL REPORT

DEC 2017
I. **EXECUTIVE SUMMARY**

**A) Objectives**

- Establish a baseline understanding of Ala Wai Small Boat Harbor including cultural history and existing land use considerations
- Gather the public’s vision for four state-owned parcels surrounding Ala Wai Small Boat Harbor to inform future planning and request for proposals
- Develop conceptual plans to inform future planning efforts

**B) Summary of Engagement**

- Approximately 274 people participated in two public workshops
  - 107 people attended Workshop #1
  - 167 people attended Workshop #2

- A total of 52 individuals and thirteen organizations participated in eight stakeholder meetings
  - Organizations include Waikīkī Neighborhood Board, Waikīkī Improvement Association, Waikīkī Yacht Club, Hawai‘i Yacht Club, Waikīkī Beach Activities Hilton, Ilikai AOAO, Ilikai Marina, Makai Society, the Hilton, the Modern Honolulu, Prince Hawai‘i, Ilikai Hotel, Save Our Surf

- Approximately 649 comments were collected throughout the process (Note – This does not include stakeholder meeting discussions)
  - 40 comments were submitted via the process website or email
  - Approximately 505 comments were recorded in Workshop #1 (*The format of this workshop was small group facilitated discussion, so the comment count is only a rough estimate*)
  - 104 comments were gathered in Workshop #2

**C) Outcomes**

1. **Project Site Background**

- Act 197 (2011), excluded AWSBH from Waikīkī Special District requirements, essentially releases the proposed sites from zoning restrictions that limit construction to public uses and structures, as well as height limits
- The sites are within a Special Management Area, but DLNR is exempt from needing Special Management Area major or minor permits (HRS § 171-6(19))
- Only Sites B and C are subdivided and have been subject to previous request for proposals. Sites A and D are undefined
- Future development of the sites may interfere with existing ocean views of surrounding properties
- There are approximately 129 legal residents (live-a-boards) that utilize the areas surrounding the sites on a continuous basis
2. Cultural History & Guiding Themes

• The site is in the ‘īli of Kālia, once renowned for its abundant coastal resources (reefs, limu, fish)

• Kālia was significantly impacted during the first half of the 1900s: Inland fishponds were filled in to create more developable land and the reef was dredged and used as building material for Magic Island and Ala Moana Shopping Center

• Cultural themes can help connect Ala Wai Small Boat Harbor, as it is today, to its unique and important past. They are intended to inspire a future vision for the site and can be utilized in a myriad of ways – design, programming, community partnerships, trainings, events, etc.

  - **Kālia Grown** – Part of a thriving and diverse ecosystem that begins with the literal and figurative health of the Harbor’s foundation
    ◦ Once renowned for its abundance of limu, fish, shrimp, and octopus
    ◦ Due to environmental degradation abundant and healthy reef life no longer exist

  - **Ocean Legacy** – Bring visibility and access to Hawai‘i’s voyaging traditions and maintain our island’s first connection the world beyond, the sea
    ◦ The Harbor has served the needs of watermen & women since 1935 and was the starting and reception place for some of Hōkūle’a’s most significant voyages
    ◦ The Harbor is a bridge between land, sea, and the world beyond

  - **Harbor Living** – A colorful, diverse, and occasionally rocky balancing act in one of Honolulu’s most unique urban neighborhoods
    ◦ A community of live-a-boards whose quality of life is a matter of safety, privacy, fees, and access to basic amenities
    ◦ A “third space” between work and home where people can spend their time surfing, paddling, boating, or connecting with friends
3. Community Engagement – What We Heard

- **Ala Wai Small Boat Harbor was . . .**
  - People’s memories of Ala Wai Small Boat Harbor focused on an ocean-based lifestyle – Learning to surf, spending time at the yacht clubs, sailing, boating, fishing, and swimming. A second theme that surfaced in people’s memories were gathering for events or to spend time with friends and families – Watching the sunset and fireworks, BBQs, the annual Transpac race, and homecoming of Hōkūle’a.

- **Ala Wai Small Boat Harbor is . . .**
  - Now lacking services for Harbor users – fueling station, dry dock, market
  - Unattractive & uninviting – run-down, smelly, polluted, abused restrooms, lack of central gathering space
  - Unenforced – presence of drugs, homeless, illegal parking
  - A community asset – a place to surf, boat, watch fireworks
  - Not funded adequately

- **Ala Wai Small Boat Harbor should be . . .**
  - An active boat harbor
    - Boating amenities – Fuel, maintenance, food, ice, etc.
    - Harbor related activities (i.e. recreational, commercial, visitor accommodations, conference center)
  - A public Asset
    - Extremely valuable as a State resource and should be treated as such (i.e. increase rates, reinvest in the Harbor)
    - The public should be able to access it
    - Safe and inviting to locals & visitors – Landscaping, central gathering spaces, family/youth activities, activities for those who don’t own boats
  - Other
    - Multi-modal access – Walking, bikes, cars
    - Educational – Signage, a visitor’s center
    - Limited in height (2-4 stories)

- **There is a wide range of views on a future vision**
  - There are a wide range of views on what should happen at Ala Wai Small Boat Harbor. For example, some believe that any Harbor improvements should be targeted toward the needs of Harbor tenants, while other believe that the Harbor should become more of a destination for the broader public (i.e. recreational activities, food & beverage, etc.)
• Commonalities
  - The Harbor, support facilities (restrooms), and surrounding sites need significant improvement
  - Height limits should be restricted to 1-4 stories (most of the participants in the process only supported 1-2 stories or 15 feet)
  - There is almost total opposition to housing and hotel
  - Create a pedestrian and bike-friendly pathway
  - Increase and improve landscaping
  - Retain the core purpose of the Harbor
    - Boating support amenities need to be restored (in particular, a fuel doc and place to repair boats)
  - Significant environmental remediation needs to occur
  - The culture and history of Kālia is significant and should be incorporated in someway

• Significant issues exist beyond the scope of the parcels
  - There is dissatisfaction and anger with the amount funds going back into the Harbor compared to how much revenue the Harbor generates
  - There is a need to address pollution, safety, homelessness, drug use, and inadequate facilities
  - Parking is not being enforced (i.e. construction and hotel workers are parking in public beach stalls)
  - Harbor administration and management – slip rents, live-a-boards, unleased slips, unenforced Harbor rules, understaffed and under-funded

4. Conceptual Plan
The conceptual plan diagrams, found on pages 19-25, communicate programmatic functions for each site and their respective adjacencies. Because of the range of feedback and opinions gathered throughout the engagement processes, multiple site plan diagrams are offered where necessary to convey the broad range of vision possible on each parcel within the larger AWSBH site.

These diagrams are not exhaustive and do not indicate potential building footprints or massing, nor do they illustrate building heights, square footage, or floor area ratio. As discussed above, there was relatively no support for high-rises, but public comments did appear to support building heights within the range of 1-4 stories, with a majority preferring under 15 feet.

• Lagoon Site- Exclusive Harbor Use
  - The harbor office site remains primarily exclusive for Harbor use. Areas surrounding the existing boat ramp on the north half of the site is revitalized to serve the Harbor accordingly, including dry boat storage, parking, comfort stations, and other amenities for exclusive harbor use
  - The remaining portion of the site is utilized for public benefit, including an area of the site for commercial or civic uses, including but not limited to restaurant and grocery
  - Parking is retained on site
  - The triangle lot is revitalized as an attractive open space to augment outdoor area for boater and public recreation alike
• Lagoon Site- Mixed Use
  - The harbor office site retains an area for exclusive harbor use surrounding the area around the existing boat ramp
  - More area along the mauka edge is utilized for commercial or civic uses, than in the previous area
  - A portion of the harbor office site currently used for parking is revitalized as open space to augment the ecological function and natural beauty of the Harbor as a destination for tourists, boaters, and the general public alike
  - The triangle lot is reconfigured to maximize parking

• Lagoon Site- Mixed Use / Destination
  - Vehicular traffic is reconfigured through the site, segmenting the large parcel into an area for commercial/civic function along the makai edge of the site
  - The mauka edge of the site adjacent to the boat ramp is retained for exclusive boater use (vertical hatch), as well as an area for permitted parking
  - The triangle lot is revitalized as open space for boater and public recreation

• Ala Moana Blvd Site- Exclusive Harbor Use
  - The site is restored for Harbor related activities that may include a dry dock facility

• Ala Moana Blvd Site- Open Space
  - As an entryway to Waikiki, the site is revitalized as an attractive open space that may function to mitigate waste debris existing the Ala Wai Canal

• Ala Moana Blvd Site- Mixed Use
  - A portion of the site is revitalized into open space at the entryway of Waikiki (thick horizontal hatch), while the remaining portion of the site is utilized for commercial/retail functions

• Fuel Dock Site- Exclusive Harbor Use
  - The fuel dock is retained for exclusive Harbor use and may include a new fuel dock and harbor office
II. INTRODUCTION

In March 2017 DTL, LLC in coordination with the Division of Boating and Ocean Recreation, began the process of gathering community feedback to create a conceptual plan for four state-owned parcels surrounding Ala Wai Small Boat Harbor. The purpose of the effort was to inform future planning and any potential request for proposals for the area. This process occurred in three phases: Moʻokūʻauhau, Moʻolelo, and Moʻokaʻi. In the Moʻokūʻauhau phase, DTL researched the history of the site, from traditional uses to more recent studies and evaluations. In the second phase, Moʻolelo, DTL engaged with the public through several means including two public meetings, eight smaller stakeholder interviews and focus groups, and online. As part of the Moʻokaʻi phase, which occurred in a parallel to Moʻolelo, DTL translated what was gathered during the engagement part of the phase to general site plans that represented a range of feedback that was gathered. It should be noted that no feasibility assessments, such as engineering, utilities, or market studies occurred as part of this process.
III. MO‘OKŪ’AUHAU

A) Historical & Cultural Brief
The first part of the Mo‘okū’auhau phase consisted of research on the history and culture of the area. The current Ala Wai Small Boat Harbor is in the land section ʻili of Kālia. Kālia was once renowned for its fishponds and abundant ocean and reef life, which was a key gathering spot for limu (seaweeds), fish, and heʻe (octopus). By the time the Ala Wai Boat Harbor was completed in 1935 much of the land and reef in Kālia had been filled in to accommodate the Ala Wai Canal and the growing foreign population moving into Waikīkī. The reefs of Kālia were further decimated during the 30s for use as building material for Magic Island and Ala Moana Shopping Center. Today the Ala Wai Small Boat Harbor has 752 berths and has become a place for locals and visitors alike to nurture their relationship with the ocean through surfing, sailing, paddling, and living. For the full Historic & Cultural Brief see Appendix A.

B) Site Analysis
The Mo‘okū’auhau phase also consisted of a Site Analysis that included a review of existing studies and documents relevant to the four parcels. The intent of the Site Analysis is to identify site specific information that may inform present and future planning efforts. The Site Analysis is built from existing information gathered from State and municipal digital GIS resources, legislation, and printed documents located at the DOBOR offices. For the full Site Analysis see Appendix B.

Overview of Site:
- Act 197 (2011), excluded AWSBH from Waikīkī special district requirements, essentially releases the proposed sites from zoning restrictions that limit construction to public uses and structures, as well as height limits
- The sites are within a Special Management Area, but DLNR is exempt from needing SMA major or minor permits (HRS § 171-6(19))
- Only Sites B and C are subdivided and have been subject to previous request for proposals. Sites A and D are undefined
- Future development of the sites may interfere with existing ocean views of surrounding properties
- There are approximately 129 legal residents (live-a-boards) that utilize the areas surrounding the sites on a continual basis
- DOBOR is currently operating under the assumption that Site D falls within a "no build zone" established because of a pre-existing agreement with the Hilton

C) Cultural Themes
After completing the genealogy and the first public workshop (see further discussion below), DTL developed a series of three guiding cultural themes that are intended to promote the lineage to place. They are intended to inspire a future vision for the site and can be utilized in a myriad of ways – design, programming, community partnerships, trainings, events, etc. For the complete Cultural Themes document see Appendix C.
A summary is provided below:

Kālia Grown – Part of a thriving and diverse ecosystem that begins with the literal and figurative health of the Harbor’s foundation
  • Once renowned for its abundance of limu, fish, shrimp, and octopus
  • Due to environmental degradation abundant and healthy reef life no longer exist

Ocean Legacy – Bring visibility and access to Hawai‘i’s voyaging traditions and maintain our island’s first connection the world beyond, the sea
  • The Harbor has served the needs of watermen and women since 1935 and was the starting and reception place for some of Hōkūle‘a’s most significant voyages
  • The harbor is a bridge between land, sea, and the world beyond

Harbor Living – A colorful, diverse, and occasionally rocky balancing act in one of Honolulu’s most unique urban neighborhoods
  • A community of live-a-boards whose quality of life is a matter of safety, privacy, fees, and access to basic amenities
  • A “third space” between work and home where people can spend their time surfing, paddling, boating, or connecting with friends

IV. MO‘OLELO

A) Public Workshop #1
The first public workshop was held on July 10, 2017 at McCoy Pavilion. Approximately 107 people attended the workshop. The objectives of this workshop were to introduce DOBOR’s public engagement process and to gather the public’s high-level vision for the Ala Wai Small Boat Harbor. The workshop asked participants to think about the Harbor as it was, is, and should be. A summary of the workshop discussion questions is provided below. For a full summary see Appendix E Workshop #1 Summary.

Ala Wai Small Boat Harbor Is . . .
  • Lacking services for harbor users – fueling station, dry dock, market
  • Unattractive & uninviting – run-down, smelly, polluted, abused restrooms, lack of central gathering space
  • Unenforced – presence of drugs, homeless, illegal parking
  • A community asset – a place to surf, boat, watch fireworks
  • Not funded adequately

Ala Wai Small Boat Harbor Should Be . . .
  • An active boat harbor
    - Boating amenities – fuel, maintenance, food, ice, etc.
    - Harbor-related activities (i.e. recreational, commercial, visitor accommodations, conference center)
• A public Asset
  - Extremely valuable as a State resource and should be treated as such (i.e. increase rates, reinvest in the Harbor)
  - The public should be able to access it
  - Safe and inviting to locals & visitors – Landscaping, central gathering spaces, family/youth activities, activities for those who don’t own boats

• Other
  - Multi-modal access – Walking, bikes, cars
  - Educational – Signage, a visitor’s center
  - Limited in height (2-4 stories)

B) Public Workshop #2
The second public workshop was held on December 7, 2017 at McCoy Pavilion. The purpose of this workshop was to gather public feedback on a vision for each of the four state-owned parcels. Approximately 167 people were in attendance. The format of the workshop mirrored the smaller stakeholder interviews and focus groups. The following is an overview of the feedback gathered at each site. It is recommended to review Appendix F Public Visioning Workshop #2 Summary for a more detailed discussion.

Parcel A & D (Lagoon Parcel (Current Harbor Master Site) & Triangle Lot)
A total of 79 comments were collected at this station. Many of the comments dealt with either opposition to hotel/condo or restriction on height limits, which ranged from 1-3 stories, with a majority supporting no more than fifteen feet. While many of the comments expressed focused on what people did not want to see (primarily hotel, condos, and high-rises), others focused on what they would like improved at the site – parking, landscaping, security, and public facilities such as bathrooms and showers. In terms of uses, like retail and restaurant, a few supported these additions, while others said there was no need to include any new uses at the site other than the improvement of existing facilities. There were also comments that some type of cultural center, museum, or educational center would be appropriate. Other participants were not specific on what they would like to see, but expressed the sentiment that whatever is at the site should be complementary and harmonious with the community and culture of Hawai’i and surrounding Harbor.

Parcel B (Canal Parcel)
A total of 37 comments were collected at this station. Many of the comments focused on the need for a dry dock where harbor tenants could haul-out and repair their boats. Other boating needs were also shared such as a fueling station, store, and additional slips for short term use. Some of those who expressed the need for increased boating support facilities also supported the inclusion of other shared uses at the site like restaurants, commercial boating operations, and retail. Other comments did not specifically mention boating uses, but did support the idea of some type of restaurant, retail, market place that featured local food, vendors, and culture.
Environment and landscape was another major comment category including environmental remediation as a prominent theme. Although it was acknowledged that there is a larger issue of debris from the entire watershed being funneled through the Ala Wai Canal, the Canal Site is known to be a major collection area for waste and participants wanted to see that addressed in some capacity. Landscaping and signage was also mentioned by several the participants. People saw the site as an entrance to the Harbor and Waikīkī and expressed the importance of making it welcoming and inviting with park-like landscaping and signage.

**Parcel C (Old Fuel Dock Site)**
A total of 32 comments were collected at this station. Nearly all the comments collected focused around the need for a fuel doc at this site. Services commonly mentioned as an addition to fueling included a pump out, laundromat, and convenience store. Many participants also supported the relocation of the Harbor Master office and inclusion of Harbor patrol at this site.

**General Comments**
A total of 35 comments were collected at this station. Of those relating specifically to the parcels, participants commented on limiting heights of any future structures to protect views for current condo owners and the beauty of the harbor, and improving the harbor functions of the area such as providing boating necessities like fuel, repair shop, and convenience store. Others commented on more general principals, such as the Harbor is a place for all the public (boaters, surfers, local, tourists) and that it should be a modern harbor to showcase to boaters here and abroad.

Other comments, not related directly to the parcels, included the need to improve environmental management, bathroom facilities, and general maintenance of the Harbor features (i.e. docks, and existing paving, sidewalks, electrical). There were also differing views expressed on live-a-boards and limiting commercial boating to existing commercial tenants.

**C) Stakeholder Meetings**
In addition to the public meetings, DTL hosted eight smaller stakeholder meetings. DTL identified various stakeholder groups connected to the Harbor and invited representatives of these groups to meet in focus groups or one-on-one interviews. The purpose of these meetings was to allow for more in-depth discussions and to hear from those stakeholder groups who may be less likely to participate in other meeting venues. For a full description of stakeholder groups and individual representatives see Appendix D Community Engagement Plan.

For each stakeholder meeting, DTL shared an overview of the process, a summary of feedback gathered up until that point, and guiding themes that were developed as part of the Mo’okū’auhau phase of the process. Stakeholders were then asked to provide their feedback on the four parcels and provide any general comments.

The following is a summary of the stakeholder meetings.
1. Waikiki Neighborhood Board Meeting (August 2017)

DTL, accompanied by DOBOR project manager Dana Yoshimura, attended the August Waikiki neighborhood board meeting to share information on the engagement process and outcomes of the first public meeting. Members of the public and the board also shared comments and questions following the presentation. For neighborhood board meeting presentation and full meeting notes see Appendix G.

Summary of Comments:

- Monies generated by the Harbor should go back into the Harbor directly
- The Ala Wai Small Boat Harbor is first and foremost a harbor and should remain that way
- Fuel station and haul out should be restored
- Make better use of the engagement process website

2. Waikiki Improvement Association (October 2017)

DTL met with Rick Egged, President of the Waikiki Improvement Association and was later joined by Jim Folton also with the Waikiki Improvement Association. For full Waikiki Improvement Association notes see Appendix H.

Summary of Comments:

- The Harbor is a public asset and it should have more boat-related offerings for the non-boat owning public
- The Harbor is an extremely valuable resource and needs to be treated as such
  - Significant reinvestment should go back into the harbor
  - Management issues such as rates and allowing live-a-boards could be reexamined
- Possible uses: harbor related commercial activities (i.e. fueling, repair, rentals), visitor accommodations (if not in competition with surrounding hotels)
- WIA would not support development over four stories
- Put out three separate RFPs – Parcel A&D (Harbor Master site & triangle lot), B (canal parcel), and C (old fuel doc)
- Any future proposals should be thoroughly vetted to ensure that what is proposed can/will be implemented


DTL hosted a focus group for representatives of various Harbor user groups. In attendance were Stan Thornton (Waikiki Yacht Club), Bob Hampton (Waikiki Beach Activities Hilton), Lyle Holden (Waikiki Yacht Club), Charlie Galanto (Tenant since 1970), and Richard Denton (Hawaii Yacht Club). Representatives of Anuenue Canoe Club, The Charthouse, and Harbor Pub were also invited, but did not attend. See Appendix I for stakeholder presentation and Appendix J for full User Focus Group notes.
Summary of Comments:

- Sea level rise should be a serious consideration in considering what happens on these sites
- No residential, but small hotel could be okay
- Nothing over four stories
- New dry dock shouldn’t happen on these sites, but a fueling station and flush out is necessary for practical and environmental reasons
  - Fueling station would have to be subsidized by the development of surrounding parcels
- Storage is needed
  - Storage units for boaters as well as boat lockers for storage of boats
- Canal Parcel
  - Devote to Welcome to Waikiki signage and more attractive uses
  - Touch and go place for boaters to pull-up and grab and go on the first floor with restaurant on the second floor (ex. Koko Marina)
  - Storage
- Fuel Doc Site
  - Move harbor master office to second floor of old fuel doc station and restore fueling on the first floor
  - Create slips for visiting boats to pull up and visit Harbor restaurants and shops
  - Convenience store
- Harbor Master Site
  - Stores and commercial businesses, but no more than 2-4 stories
  - Trailer storage
  - Reconfigure mauka road and add a pedestrian-only path
  - Food trucks on triangle lot

4. Condo Owners (November 2017)

DTL met with approximately 40 condo owners from the Ilikai Marina and Ilikai AOAO. Below is a summary of comments. For full notes and sign-in sheet from the meeting see Appendix K.

- Canal Site (aka “Gateway”)
  - Collect/clean up trash
  - Create a sense of place
  - Welcome/Interpretive center
  - Green space
  - Some commercial support
  - No high-rise (limit 1 floor)
• Harbor Master Site
  - Nothing over 15-feet
  - Any buildings should be confined to mauka half of the parcel
  - Possible uses: police station, laundry, sandwich shop, canoe hale, “Hawaiian village” architecture
  - No shopping center or movie theater
• Old Fuel Dock Site
  - Bring back fueling station
  - Other uses: Harbor Master office, laundry, waste management, convenience store, harbor patrol
  - 15-foot height limit
• Other
  - Whatever happens should align with the original intent of the harbor – public use
  - Harbor should be cleaned up and landscaped

5. Makai Society (November 2017)

DTL met with Janet Mandrel, a long-time live-a-board and representative of Makai Society who has been working on concepts for the Harbor for several years. Rob Johnson, president of the Ilikai AOAO was also in attendance. Below is an overview of the discussion. For full notes from the meeting see Appendix L.

• Canal Site (aka Gateway parcel)
  - Goal should be to keep non-ocean recreation people out of the Harbor
  - Boatyard (accessories, parts, order desk), flotsam unit, signage, comfort station open to the public
• Fuel Doc Site
  - 2-Story – Harbor Master office, rescue vessel, police substation, boaters-only picnic area, bathrooms & showers, mail boxes
  - Transient vessels allowed to doc near by
  - Keep on existing footprint
• Harbor Master Site (aka Lagoon parcel)
  - Only maritime related activities (except for possibly a car wash)
  - Ramp area needs to remain open
  - Parking – Trailer parking stalls, exclusively parking for F&G docs, keep public parking
  - Commercial activity should be concentrated on mauka Diamond Head corner – convenient story, laundry, outdoor café
  - Free bike-share program
  - Picnic and grill area for boaters only
  - Keep the public to the Diamond Head-side of the Harbor
  - Signage at triangle lot
• Fueling
  - Necessary somewhere (either old fuel doc site or canal parcel), but there are risks and benefits to both locations

• Other Needs
  - WIFI, pumping station or mobile unit (wherever fuel is), a coordinated landscape plan is important


DTL met with Douglas Rucker (General Manager of the Modern) and Jerry Gibson (Area Vice President of Hilton Worldwide). Rick Egged, who organized the meeting was also in attendance. See Appendix M for full notes.

• Establish a safe and inviting walkway linking Ala Moana, Ala Wai Small Boar Harbor, and the rest of Waikiki

• There needs to be a comprehensive master plan for the entire Harbor

• Create a destination
  - Look at examples like Boston Harbor, Gaslamp in San Diego (but on the water)
  - Work with a partner to create a larger vision for the Harbor, beyond just the three parcels
  - Doing a piecemeal development would not solve any of the existing problems
  - State should consider an arrangement like Kewalo
  - Parking and infrastructure need to be addressed if density increases

• Privatization
  - Privatizing would allow for better policing and allow for potential developers to create a more complete vision

• Environment
  - The Harbor is essentially a cesspool
  - Floating docks inhibit pumping

• Parcel specific comments
  - Canal Parcel – Boating retails, waterpark, greenspace, cultural attraction, restaurant, bike-friendly
    - Main thing is parking is needed to attract retailers
    - This area is not a “gateway” to Waikiki, it is central
  - Old Fuel Dock Site
    - Supports moving the Harbor Master office here

• Other comments
  - Slip rates are too low
  - No night clubs or hotels
  - Possibly restaurants and town homes
  - Nothing over four stories high
7. Hawai‘i Prince & Ilikai Hotel (November 2017)

DTL met with Charles Abbott, General Manager of Prince Waikīkī and Wes Kawakami, General Manager of the Ilikai Hotel. See Appendix N for the complete notes from the meeting.

- Any potential developer is going to be interested/concerned in the maintenance and management of the harbor itself
- No high-rises across the site, which would make residential or hotel unlikely
- The whole area should be a safe destination
- A small drydock (if possible) would make sense
- Canal Site (aka Gateway parcel)
  - Street-side should be aesthetically pleasing
  - Incorporate cultural history of Kālia
  - 1-2 stories of retail, walking area, green space, possibly small center on Kālia history
  - Utilize slips for charters, drop-offs/pick-ups
  - A fuel doc & dry dock would not make sense here because if its close location to the roadway
  - No residential
  - This is not a “gateway” to Waikīkī, it is central Honolulu
- Harbor Master Sitel
  - No high-rise, but four stories or lower may be acceptable
  - Parking must be maintained at a reasonable rate
  - Food & beverage and retail
  - Some type of store for boaters to get ice, drinks, etc.
    - Currently some boaters come to the hotels asking for ice
  - There is a lack of restaurants in the area, so more options would be welcomed
    - Supports moving the Harbor Master office here
    - Currently only hotels, Harbor Pub, and Charthouse – there is a need for more
- Old Fuel Dock Site
  - Consolidate Harbor amenities here – fueling, Harbor Master office, etc.
8. Save Our Surf (November 2017)

DTL met with Keone Downing of Save Our Surf as a representative for surfing and beach users that regularly access the Harbor. See Appendix O for complete notes.

- Parking and access are key
  - Maintaining access and parking space for ocean users is the main concern for Save Our Surf
    - Currently hotel and construction workers are using public parking intended for ocean users
  - The canal parcel (aka gateway parcel) could be utilized for parking for workers while DOBOR goes through the process of looking for a partner

- Return to the purpose of the Harbor
  - Need to look at what the purpose of the Harbor
    - Why was it created? Has the purpose been maintained?
    - How do you maintain the purpose while making it the best Harbor it can be?

- Other comments
  - Create 3 plans – one with open space, one based on public feedback, one based on what the Harbor could sustain self-sufficiently
  - Fueling dock has issues – weight of the pier and rusty fuel tanks

D) Online Engagement

DTL received approximately 40 comments online via the engagement website (www.envisionalawaismallboatharbor.com) and through email. A summary is provided below, but with the broad range of comments it is recommended to review all comments. See in Appendix P Digital Comments and Appendix Q Waikīkī Yacht Club Letter.

- Height limits need to be imposed on any future development
  - There was a range of support from one to four stories
    - Many neighboring condo owners limited support to no higher than 15 feet

- Boating support needs to be restored – Haul-out, fueling, pump out, and laundry facility
  - These services are needed to maintain the purpose of the Harbor and to protect further degradation of the surrounding waters

- The cultural and history of Kālia is significant and should be incorporated in someway
  - The area has a rich ocean legacy that should be enhanced and revitalized amid the intensity of Waikīkī
  - Cultural and lineal descendants should be included
    - Include culturally appropriate landscaping

- The area needs significant environmental remediation & protection

- The Harbor should continue to be a place for the public – boaters, surfers, paddlers, neighbors

- Management and funding
  - Monies that are raised in the Harbor should be reinvested back into the Harbor
  - Harbor is currently understaffed and lacks proper management & enforcement
V. MO‘OKA‘I

The following site plans illustrates potential uses of each site parcel according to stakeholder and public feedback. The diagrams communicate programmatic functions for each site and their respective adjacencies. Because of the range of feedback and opinions gathered throughout the engagement processes, multiple site plan diagrams are offered where necessary to convey the broad range of vision possible on each parcel within the larger AWSBH site. As discussed above there was relatively no support for high-rises, but public comments did appear to support building heights within the range of 1-4 stories, with a majority preferring under 15 feet.

These diagrams are not exhaustive and do not indicate potential building footprints or massing, nor do they illustrate building heights, square footage, or FAR.
1. Lagoon Parcel - Harbor Use

- The harbor office site remains primarily exclusive for harbor use. Areas surrounding the existing boat ramp (vertical hatch) on the north half of the site is revitalized to serve the Harbor accordingly, including dry boat storage, parking, comfort stations, and other amenities for exclusive Harbor use.
- The remaining portion of the site is utilized for public benefit, including an area of the site for commercial or civic uses (dotted hatch), including but not limited to restaurant and grocery.
- Parking is retained on site (thin horizontal hatch).
- The triangle lot is revitalized as an attractive open space to augment outdoor area for boater and public recreation alike (thick horizontal hatch).
2. Lagoon Site- Mixed Use

- The harbor office site retains an area for exclusive harbor use surrounding the existing boat ramp (vertical hatch).
- More area along the mauka edge is utilized for commercial or civic uses (dotted hatch), than in the previous area.
- A portion of the harbor office site currently used for parking is revitalized as open space to augment the ecological function and natural beauty of the Harbor as a destination for tourists, boaters, and the general public alike (thick horizontal hatch).
- The triangle lot is reconfigured to maximize parking (thin horizontal hatch).
3. Lagoon Site- Mixed Use / Destination

- Vehicular traffic is reconfigured through the site, segmenting the large parcel into an area for commercial/civic function (dotted hatch) along the makai edge of the site.
- The mauka edge of the site adjacent to the boat ramp is retained for exclusive boater use (vertical hatch), as well as an area for permitted parking (thin horizontal hatch).
- The triangle lot is revitalized as open space for boater and public recreation (thick horizontal hatch).
4. Ala Moana Blvd Site - Exclusive Harbor Use

- The site is restored for Harbor related activities that may include a dry dock facility (vertical hatch).
5. Ala Moana Blvd Site - Open Space

- As an entryway to Waikīkī, the site is revitalized as an attractive open space that may function to mitigate waste debris existing the Ala Wai Canal (thick horizontal hatch).
6. Ala Moana Blvd Site - Mixed Use

- A portion of the site is revitalized into open space at the entryway of Waikiki (thick horizontal hatch), while the remaining portion of the site is utilized for commercial/retail functions (dotted hatch).
7. Fuel Dock Site - Exclusive Harbor Use

• The fuel dock is retained for exclusive Harbor use and may include a new fuel dock and harbor office (vertical hatch).
V. CONCLUSION

This report provides an overview of some of the public’s concerns, needs, and vision for Ala Wai Small Boat Harbor as well as a baseline understanding of the area’s cultural narrative and current status. The information is intended to be utilized by DOBOR and future partners to create a plan that is more aligned with the community and cultural lineage of the site. As was mentioned, however, this report does not include any environmental, marketing, utility, or engineering studies, which are critical in determining what is feasible at the site.

In terms of immediate next steps, DTL recommends that DOBOR continue to engage with the public moving forward:

- Keep the public updated on next steps (i.e. RFP release, Board meetings, etc.) via the Envision Ala Wai Small Boat Harbor website and listserv
- Return to Waikiki Neighborhood Board in 2018 to provide an update on the status of the parcels

It should be noted that many of the comments gathered throughout the process did not fall within the four parcels, but were obviously major issues from the perspective of stakeholders. These include:

- Funding of the Harbor – Specifically, there was a desire to see all (or at least significantly more) monies that are raised at the Harbor go back into the Harbor
- Management of the Harbor – Maintenance, enforcement, communications

Although not directly connected to the four parcels, addressing these issues will be helpful in developing a comprehensive and cohesive vision for the area.
APPENDIX B

Site Analysis
APPENDIX C

Cultural Themes
APPENDIX E
Public Visioning Meeting #1 Summary
APPENDIX F

Public Visioning Meeting #2 Summary
APPENDIX G

Waikīkī Neighborhood Board Presentation & Notes
APPENDIX H

Waikiki Improvement Association Notes
APPENDIX J

User Group Notes
APPENDIX P

Digital Comments
APPENDIX Q

Letter from Waikīkī Yacht Club