

# APPENDIX A

Historic & Cultural Brief



# KĀLIA

ALA WAI HISTORIC & CULTURAL BRIEF



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dtl



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# I. Yesterday

From energies in darkness, as recounted in the epic Hawaiian creation chant Kumulipo, came first the coral polyp.<sup>1</sup> From the living reef evolved the increasingly complex lifeforms that now inhabit these Hawaiian Islands.

So too did life flourish forth from the famous reefs that once thrived like a colorful shallow water tapestry in and around what is now the Ala Wai Boat Harbor, before dredging, dynamite, and development forever changed this area, known as Kālia.

During the late Pleistocene period, 1.6 million years ago, O'ahu experienced interglacial submergence,<sup>2</sup> resting 60 feet lower than today and rendering the plains of Waikīkī underwater, a long lagoon with vast reefs. As sea levels stabilized, Waikīkī rose as marshlands dotted with ponds.

This is why Waikīkī soil contains coral and skeletons of other marine organisms. Mixed with the volcanic ash and porous stone left by eruptions from landmark Lē'ahi (Diamond Head), the land here consists of highly permeable material, capable of holding both seawater and fresh water from the uplands. Historian George Kanehele remarked: "Thus, it is in the *lepo* (dirt) of Waikīkī that we see the joining of the gods: *Pele* of the Fiery Volcano, *Kanaloa* of the Oceans, and *Kāne* of the Living Earth."<sup>3</sup>

Indeed, the permeable *lepo* of Kālia is fed by the famous Kuahine rains in the uplands of Mānoa through a shared underground aquifer. *Waikīkī*, meaning "spouting waters," owes its name to this subterranean water system, once thought to have had healing properties.<sup>4,5</sup>

<sup>1</sup> Queen Lili'uokalani (1978) [1897]. *The Kumulipo*. Pueo Press.

<sup>2</sup> "The Ala Wai Canal," by Sue Ann Finstick (7)

<sup>3</sup> "Waikiki 100 B.C. to 1900 A.D." by George Kanahele

<sup>4</sup> "Images of America: Waikiki." By Kai White and Jim Kraus

<sup>5</sup> Ka Nupepa Kuokoa. March 8, 1879. P. 4 (kahuna lapa'au advised fevered patients to bathe in healing waters of Kawehewehe, where Halekulani now is over to Fort DeRussey)



## The Bountiful Lands of Waikīkī

Above ground, these same upland rains, originating in the waters of *Kāne* at the summits of Kōnāhuanui above Mānoa and Awaawaloa above Pālolo, once coursed through the majestic Piʻinaio Stream, the lifeblood of Waikīkī.<sup>6</sup>

When the Mānoa stream entered the flats of Waikīkī near what is now Kapahulu Library, its name changed to Kālia in anticipation of its destination. Kālia then joined Pālolo stream to become the Waikīkī artery, Piʻinaio. From the *kahawai* (stream) of Piʻinaio stemmed the *muliwai* (intermittent streams) of Kawehewehe, ʻĀpuakēhau, and Kukaunahi,<sup>7</sup> which met at various small estuaries across Waikīkī's shoreline.

Along its route, the waters of Piʻinaio fed the many *loʻi kalo* (taro patches) that once blanketed the lands of Waikīkī. In the 15th Century, the *nui* (ruling chief) of Oʻahu, Maʻilikūkahi, moved to Waikīkī for its water, food, and excellent surfing. Later that decade, high chief Kalamakuaakaipuholu (Kalamakua), an expert of taro farming, facilitated the creation of a complex web of flowing agricultural waterways, changing piecemeal, ʻohana-based farming to a massive, interconnected system.<sup>8</sup> Tended by expert *mahiʻai* (farmers), the thriving, sustainable agricultural systems of Waikīkī were once renowned throughout the islands. Hawaiian royalty would maintain homes in Waikīkī for the next 400 years.

In 1792, when Capt. George Vancouver was taken ashore by Hawaiians in Waikīkī, he was impressed by the advanced agriculture he witnessed. In his journal, Vancouver wrote: "This opened to our view a spacious plain, which had the appearance of the open common fields of England; but... divided into fields of irregular shape and figure in a very high state of cultivation, mostly under immediate crops of taro."

Standing in the estuary delta where Piʻinaio once met the sea (likely where the ʻIlikai Hotel stands today)<sup>9</sup>, a Hawaiian of old would have been awestruck by an unobstructed view of the complex, interdependent agricultural system spanning the plains of Waikīkī to the base of Mānoa. This resource interconnectedness is why Hawaiians included Kālia within the bounds of the mountain-to-sea *ahupuaʻa* land division of Mānoa.

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<sup>6</sup> Kanehele (2)

<sup>7</sup> 1881 Gov. Survey Map "Waikiki" by S. E. Bishop (Reg. Map No. 1398)

<sup>8</sup> Kanehele (55)

<sup>9</sup> Kanahele

## The Abundant Shore of Kālia

This estuary environment, where the fresh waters of Piʻinaio flowed over and under porous marshlands to meet the thriving ocean reefs of Kālia, hosted an abundant ecosystem of plants and marine life, both in- and off-shore.

Kālia may have been named after the common kalia (*Elaeocarpus bifidus*), a tree often found around the bogs of Oʻahu<sup>10</sup> that was often used by early Hawaiians for cordage, thatching and rafters<sup>11</sup> in small *hale* (shacks). *Niu* (coconut) was also common, and women often harvested *makaloa* (perennial sedge) and *kāmole* (primrose willow) for medicinal use.<sup>12</sup>

But the plants for which Kālia was most renowned grew in the sea, thriving in the brackish habitat. Hawaiians traveled from as far as Kalihi to collect the plentiful *limu* (seaweed) of all varieties, including *limu lipoa*, *manauea* and *huluhulu waena*.<sup>13</sup>



Most famous of all was the long, stringy *limu ʻeleʻele* — a Hawaiian delicacy. “They seem to like ... the fresh water that enters the ocean to mix with salty water, you see,” recalled Fred Paoa,<sup>14</sup> who grew up in Kālia in the early 1900s. Paoa regularly ate *limu ʻeleʻele* at luʻau and with stew for dinner until, he said, chlorine and runoff from development killed most of this *limu* and rendered what was left inedible.

Marine life thrived in this once idyllic marine sanctuary. One could walk across the reef with simple hand tools to choose lobsters, shrimp and octopi for an afternoon meal.<sup>15</sup> Schools of *ʻoama* (young goatfish) ran so thick that locals picked them from the shallows by hand.<sup>16</sup> Crabs were also abundant; even today, residents can often be seen crabbing for *ʻalamihī*<sup>17</sup> at the Harbor, near the mouth of what is now the Ala Wai. In 1909, the Kālia Fishery was the largest registered fishery from Honolulu to Diamond Head.<sup>18</sup>

This shallow coral shelf — which has since been destroyed by dredging and suffocated by development-related erosion — made Kālia ideal for net fishing. Lawaiʻa (fishermen) from all islands thought of Kālia whenever they used shallow-water bag-shaped hului fishnets, recalling, as a mnemonic device, the ʻōlelo noʻeau: “He kai hului kō Kālia”<sup>19</sup> (a [shallow] sea for dragnet fishing at Kālia).

<sup>10</sup> “The Indigenous Trees of the Hawaiian Islands” by J.F. Rock (291)

<sup>11</sup> “Common Forest Trees of Hawaii (Native and Introduced)” by Elbert L. Little Jr. and Roger G. Skolmen (214)

<sup>12</sup> Interview with Annie Ako, Minerva Kalama, Eleanor Williamson, and Mary Kawena Pukui, recorded at the home of Minerva Kalama in Makawao, Maui, Jan. 29, 1963 (Bishop Museum tape recording HAW 135.1.1).

<sup>13</sup> “Non-indigenous Marine Species at Waikiki and Hawaiʻi Kai, Oʻahu, Hawaiʻi.” By S. K. Coles, R. C. DeFelice, and L. G. Eldredge. Bishop Museum Technical Report No. 25 (4-5)

<sup>14</sup> “Waikiki, 1900-1985: Oral Histories” (534)

<sup>15</sup> “Waikiki, 1900-1985: Oral Histories” (530-537)

<sup>16</sup> “Waikiki, 1900-1985: Oral Histories,” Interview with Dovelene “Tootsie” Notley Steer (1605-1607)

<sup>17</sup> ʻŌlelo Noʻeau, #1032

<sup>18</sup> June 1909 Map No. 6 “Oahu Fisheries, Waikiki Section: Harbor – Diamond Head.” Compiled by M.D. Monsarrat.

<sup>19</sup> “ʻŌlelo Noʻeau” by Pukuʻi, #657



In Kālia of old, even the men themselves were known as “human fishnets.”<sup>20</sup> While lawai’a of other regions required a 36-ft. long *‘alihilele* net to catch *‘ama‘ama* (striped mullet) as schools made their annual runs across O‘ahu’s south shore, the men of Kālia would simply swim out in a row, surrounding the fish. Slapping the water and kicking their feet over the shallow reef, they would drive the fish into a bag net to tidily collect the prized catches for food and restocking fishponds.



## The Fishponds of Kālia

As many as 20 ponds of varying sizes, fed by Pi‘inaio Stream, underground springs, and ocean water tributaries, dominated the inshore marshlands of Kālia. Small enough to be stewarded by an individual *haku* (manager), Kālia’s ponds were first cultivated for use as fishponds by commoner (*maka‘āinana*) *‘ohana* (families)<sup>21</sup>, tuned to balance harmniously with the rest of the ahupua‘a’s food system. Water from lo‘i kalo flowed downstream to *loko‘ia* (fishponds) and into the sea. A *mākāhā* (sluice gate) allowed small fish to enter from the ocean, where they’d grow too large to return to sea.

The mauka portion of Kālia included many *loko i‘a kalo*: taro fields also used to raise small fish like *‘ōpū* (goby) and *āholehole*. These waters flowed makai into *loko wai* (fishponds fed by fresh water springs) or *loko pu‘uone* (ponds banked on sand dunes), whose brackish waters nourished larger salt water fish, namely *‘ama‘ama* and *awa* (milkfish).<sup>22</sup> A complex network of internal *mākāhā* served as strategic ventricles between interconnected ponds<sup>23</sup> — a system unique to Kālia.

When Ma‘ilikūkahi and Kalamakua made Waikīkī O‘ahu’s royal seat of power, Kālia’s largest fishpond, Kaihikapu, was cultivated as the royal icebox of the ali‘i. Ironically, this is where the dredging and “reclamation” of Waikīkī first began; the U.S. military acquired and drained the area in 1908 to build Fort DeRussey, dredging more than 250,000 cubic yards of sand and coral to fill in the famous ponds.<sup>24</sup> Today the Hale Koa Hotel is used exclusively for military personnel and their families.

<sup>20</sup> *‘Ōlelo No‘eau* #1378

<sup>21</sup> *Kanahele* (44)

<sup>22</sup> *Kanahele* (43-44)

<sup>23</sup> “Subsurface Archaeological Reconnaissance Survey and Historical Resarch at Fort DeRussey, Waikīkī, Island of O‘ahu, Hawai‘i.” By Bertell D. Davis. (28)

<sup>24</sup> Waymark 15 on the “Historic Waikiki Trail” near Fort DeRussey

Even with such bountiful expert aquaculture, ali'i maintained strict prohibitions against food waste. The great king Kamehameha, in the late 1700s, embodied such virtues in this story, told by John Papa Ī'i:

"Once Kinopu gave a tribute of fish to Kamehameha's son, Kinau, at Moehonua's fish pond in Kalia. While Kinau and his wife Kahakuhaakoi (Wahine-pio) were going to Waikiki from Honolulu, the sea came into the pond and fishes of every kind entered the sluice gate. Kinopu ordered the keepers of the pond to lower fish nets, and the result was a catch so large that a great heap of fish lay spoiling upon the bank of the pond.

"The news of the huge catch reached Kamehameha, who was then with Kalanimoku, war leader and officer of the king's guard. The king said nothing at the time, but sat with bowed head and downcast eyes, apparently disapproving of such reckless waste. Had they caught enough for a meal, perhaps forty or twenty, nothing would have been said. However, Kalanimoku, apparently knowing why the king kept his head bowed, commanded Kinopu to release most of the fish. Kinopu's act became common knowledge, and the report caught up with the two travelers, Kinau and Kahakuhaakoi. When Kalimamahu, Kamehameha's half brother, heard what his nephew Kinau had done, his anger was kindled against him."<sup>25</sup>

Kamehameha's legendary response became a parable retold by haku loko i'a (fishpond managers) and commoners across the islands to deter wasteful practices.



## Tides of Change

During the mid 19th Century, Mahele policies turned land tenure to private ownership, and much of Waikiki turned to ali'i families and business people. As alien policies were introduced and spread, so too did alien diseases, rapidly decimating the Hawaiian population. Some scholars estimate that more than 800,000 Hawaiians inhabited *ka pae ʻāina* (the Hawaiian archipelago) when Capt. James Cooke stumbled into the islands in 1778; by 1898, only 29,799 Hawaiians were counted during the annexation of Hawai'i to the U.S.<sup>26</sup>

In Waikiki, while Western visitors began establishing unclean sewage disposal practices, populations were wiped out by epidemics of typhoid, mumps, whooping coughs and influenza through most of the 1800s.<sup>27</sup> In 1853, a small grass house served as a makeshift hospital in Waikiki to care for Hawaiians with smallpox,<sup>28</sup> a disease that claimed more than 5,000 Hawaiians in a single year. In walking the trails of Waikiki, John Papa Ī'i recalled:

"The trail from Kalia led to Kukuluao, then along the graves of those who died in the smallpox epidemic of 1853... On the upper side of the trail was the place of Kinau, the father of Kekauonohi. These houses were made kapu after his death, and no one was permitted to pass in front of them."<sup>29</sup>

In the wake of these epidemics, the once thriving agircultural system was left untended. Less than 40 years after Vancouver marveled at Waikiki's agricultural mastery, European visitors found fields overgrown with weeds and ponds neglected.<sup>30</sup>

<sup>25</sup> "Fragments of Hawaiian History" by John Papa Ī'i. (48)

<sup>26</sup> "The Gifts of Civilization: Germs and Genocide in Hawai'i" by O.A. Bushnell.

<sup>27</sup> "Waikiki: A History of Forgetting & Remembering." By Andrea Feaser. (56)

<sup>28</sup> White and Kraus (17)

<sup>29</sup> "Fragments of Hawaiian History." By John Papa Ī'i and Mary Kawena Puku'i. (Ch. VII).

<sup>30</sup> "The Story of Waikiki and the 'Reclamation' Project. By B.S. Nakamura, 1979 (unpublished M.A. Thesis via Finstick)

Though the Mahele granted ownership of most farmlands to Hawaiian families or ali'i, most, still reeling from the effects of disease, leased their properties to Chinese farmers to manage. Driven by economic demand for the Asian staple by growing Japanese and Chinese populations on the island, entrepreneurial Chinese farmers quickly converted lo'i kalo to rice paddies.<sup>31</sup> Perhaps most enterprising was Chun Afong who, after arriving in 1849, became the first Chinese millionaire in Waikīkī. Afong would go on to marry Hawaiian royalty, join King Kalākau's privy council, and own a three-acre villa in Kālia, on which he would host "many grand parties."<sup>32</sup>

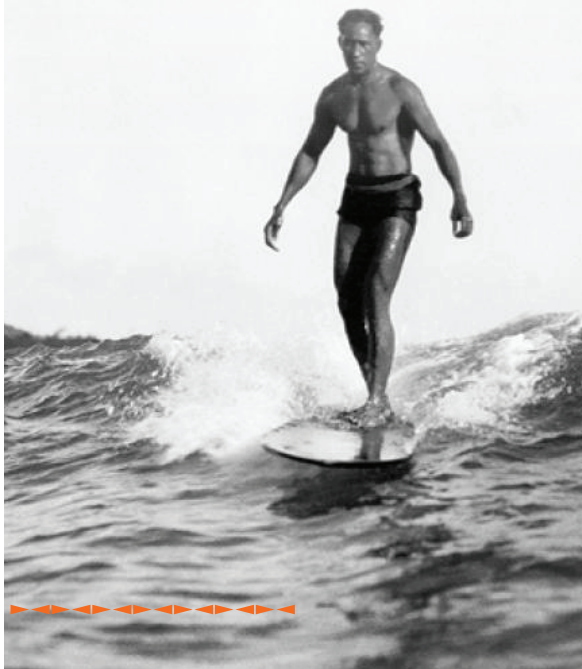
Kālia's famous fishponds, now in disrepair, were also leased to Chinese farmers like Leong Fook and Au Kiau,<sup>33</sup> who used them to farm ducks. To this day, ducks can be seen cruising the waters of Waikīkī. Earl "Liko" Vida (born 1901 and raised in Kālia) remembered them clearly. "All duck ponds. In fact, all the area down here in Kālia was practically duck ponds," Vida recalled. "Now, where the present Ala Moana Shopping Center is, that was all duck ponds. All water."<sup>34</sup>

## The Most Famous Man of Kālia

In 1893, a three-year-old Hawaiian boy moved with his family to Kālia to be near his mother's siblings. Raised among his 31 Paoa cousins on the location of what is now the Hilton Hawaiian Village,<sup>35</sup> Duke Paoa Kahina Mokoe Huluhokola Kahanamoku would become the most famous Hawaiian of his time, if not all time.

A five-time Olympic swimming medalist, Kahanamoku was also an actor and businessman. But perhaps "The Duke" was known best as a surfer, the man who introduced the Hawaiian sport of surfing to the world. As one of the original Waikīkī Beachboys, Kahanamoku rode his huge, wooden *papa nui* up and down Waikīkī in the early 1900s as visitor bathhouses, established in 1885,<sup>36</sup> were turning into hotels, setting the stage for the tourist amusement park that Waikīkī would eventually become.

"Brother Duke didn't live with us kids when we were young. He lived in Hollywood, you know, for a long time," remembered younger brother Louis Kahanamoku. "There's a big area in Kālia now, right outside the channel. That's where we used to surf when we were kids."<sup>37</sup> The surf break L. Kahanamoku mentioned has since disappeared, wiped out with the dredged reef shelf.



<sup>31</sup> *Kanahele* (120-122)

<sup>32</sup> *White & Kraus* (27)

<sup>33</sup> *Kanahele* (149)

<sup>34</sup> "Oral Histories," page 580.

<sup>35</sup> "Duke: A Great Hawaiian." By S. K. Hall

<sup>36</sup> *White and Kraus* (36)

<sup>37</sup> *Oral Histories*, pg. 868.





## A Plan to Bleed Waikīkī of its Spouting Waters

In 1893, the sovereign monarch of Hawai'i, Queen Lili'uokalani, was overthrown in a coup by a group of wealthy American businessmen.

In 1896, as a means to seize land from Hawaiian landholders, the Republic legislature passed Act 61, which granted the Board of Health the power to deem land unsanitary and require improvement, by the owner or the government, at the owner's expense.<sup>38</sup>

In 1913, U.S. President Woodrow Wilson appointed Democrat Lucius E. Pinkham the fourth territorial governor of Hawai‘i. During his prior tenure as president of the territorial Board of Health from 1904 to 1908, Pinkham issued a report that called Waikiki “insanitary” and “deleterious to public health,”<sup>39</sup> citing, with little to no evidence, health concerns over threats of mosquito-borne illnesses and duck feces.<sup>40</sup>

However, Pinkham's true intentions — to turn Waikīkī from a sustainable, agricultural oasis to a real estate mecca — were evident in his writing; Pinkham stated his purpose as turning “valueless” agricultural land into “charming residential districts free from all objectionable features and neighbors” that will attract persons and residents of private fortune.”<sup>41</sup> His plan called for seizing property from Chinese and Hawaiian landholders and forcing them to fill their ponds with dredged matter under threat of government lien.

While construction wouldn't start until 1922, Pinkham's plan placed a bounty on the waters of Kāne that flowed through Pi'inaio, marking for death what was left of Kālia's natural and agricultural marvels.

<sup>38</sup> "The Story of Waikiki and the 'Reclamation' Project. By B.S. Nakamura, 1979 (43)

<sup>39</sup> *White and Kraus*

<sup>40</sup> Feeser (29)

<sup>41</sup> "Reclamation of the Waikiki District of the City of Honolulu, Territory of Hawaii." By L.E. Pinkham, 1906.



## II. Today

The centerpiece of Pinkham's plan — the Ala Wai Canal — would gouge a 3 mile-long infectious scar across the face of Waikīkī, draining Kālia of its famous waters and decimating the beautiful reefs that once sustained vibrant life.

The Kālia area we know today, now the Ala Wai Small Boat Harbor and surrounding development, may not resemble the Kālia of old, but traces of its beauty still exist in the resilience of local people who maintain their relationships to this once sacred place.



### The Ala Wai Canal

The massive Ala Wai Canal dredging project (dubbed the “Waikiki Reclamation Project”) wouldn’t get underway until 15 years after its conception following appropriations delays in the territorial legislature. Walter F. Dillingham, a close friend of Pinkham and owner of the Hawaiian Dredging Company, won the bid for the project.<sup>42</sup>

Pinkham’s domineering plan called for “the entire Waikiki district and some adjacent land... to be raised to grade ranging from five to seven feet above sea level” in order for a sewer and drainage system to be installed.<sup>43</sup> Dredged material would be used to build up the Waikiki lowlands.

The dredge began offshore, cutting a 600-foot-long channel through the reef of Kālia, decimating an area 150 feet wide and 25 feet deep.<sup>44</sup> The dredging progressed inland at Kālia, just west of where Pi’inaio met the ocean in an effort to curtail the stream, and then turned southeast to run parallel to the ocean. As the canal took form, the excavated matter — stark white because of its rich coral content<sup>45</sup> — was used to fill in surrounding lands.

Pinkham’s original plan called for both ends of the canal to connect to the sea; he experimented with automatic tide gates that would allow waters to stay in motion.<sup>46</sup> However, stalled by a lack of funding and subversion tactics by the dredging industry lobby, the second half of the canal stopped short at Kapahulu,<sup>47</sup> resulting in a stagnant waterway that incubates infectious bacteria and collects runoff and sediment. To this day, the canal requires regular dredging for maintenance.

<sup>42</sup> “Man dying after falling into Ala Wai,” By Rod Antone, *Star Bulletin*, 2006 (<http://archives.starbulletin.com/2006/04/05/news/story02.html>)

<sup>43</sup> “The Ala Wai Canal.” By Sue Ann Finstick. *UH Engineering Geology Report*, 1990.

<sup>44</sup> “The Ala Wai Canal: From Wetlands to World-Famous Waikiki.” By Walter Lum and Richard Cox. (475)

<sup>45</sup> “The Waikiki Reclamation Project.” Manuscript by H. Lee, 1975.

<sup>46</sup> *White and Kraus*.

<sup>47</sup> *Finstick* (12)

In 1925, the canal was officially named *Ala Wai* ("Waterway")<sup>48</sup>, and, in 1926, construction was completed at a total cost of \$223,837.<sup>49</sup> More than 2,750,000 cubic yards of excavated material had been redistributed to fill about 645 acres of pristine Waikiki marshlands.<sup>50</sup>

Pinkham died in San Francisco in 1922, before construction had begun, but his dream successfully swallowed Piʻinaio Stream and the muliwai of Waikīkī, draining Waikīkī of its namesake spouting waters. The eight-year engineering feat had successfully destroyed a five-centuries-old Hawaiian engineering system, laying an ideal foundation for the urban sprawl that would quickly overtake the landscape of Kālia.



## Kālia Livelihood Drained with its Waters

In *ʻōlelo Hawaiʻi* (the Hawaiian language), the word for wealth is *waiwai*,<sup>51</sup> a reduplication of the word *wai*, meaning "freshwater" — one who had water was able to sustain the bounty of life. As Western capitalism swallowed Hawaiian values, the once *waiwai* families of Kālia became victims of economic disparity.

Throughout his *Ala Wai* dredging contract, Dillingham's Hawaiian Dredging Company retained the rights to sell 2,427,597 cubic yards of dredged earth to Waikīkī property owners who were required by law to fill their wetlands with the material. At \$0.59/cubic yard, the Hawaiian Dredging Company profited a whopping \$1.4 million from the scheme: more than 6 times the cost of the canal project.<sup>52</sup>

As development caused property values to rise while local residents were cut from their agricultural livelihoods, a portion of Kālia became known as "Squattersville." Resident Bob Paoa, in a 2001 interview,<sup>53</sup> recalled a time when Hawaiian families, beholden to debtholders, were forced to sell their lands and moved into makeshift shacks on what is now Ala Moana Beach Park — then a City dump. Many of these Hawaiian families, Paoa said, were relocated to the Papakolea Hawaiian Homestead.

<sup>48</sup> Hawaii Dept. of Public Works, "Report of the Superintendent to the Governor of the Territory of Hawaii, 1924" (10)

<sup>49</sup> "The View from Diamond Head: Royal Residence to Urban Resort." By D. Hibbard and D. Franzen.

<sup>50</sup> Lum and Cox (476)

<sup>51</sup> Hibbard and Franzen.

<sup>52</sup> "Hawaiian Dictionary: Revised and Enlarged Edition." By Mary Kawena Pūkuʻi

<sup>53</sup> Finstick (21)





## At the Mouth of the Canal, a Boat Harbor

Following more dredging to widen a path to sea through the reef, the Territorial Government initially constructed the Ala Wai Boat Harbor in 1935<sup>54</sup> at the mouth of the Canal with purported financial support from the Hobron family, who had purchased land in the Kālia area.

Soon after, the Waikiki Yacht Club (founded in 1944)<sup>55</sup> and the Hawai'i Yacht Club (originally founded in 1901)<sup>56</sup> would establish their headquarters in the Harbor.

In 1886 at the San Francisco Pacific Yacht Club, King Kalākaua, an avid waterman, pitched the idea of a 2,225 nautical mile race to Hawai'i.<sup>57</sup> This sparked the Transpacific Yacht Race, one of the world's most enduring long distance sailing contests. The global attention of the Transpac incentivized much of the expansion of the Ala Wai Harbor; in 1967, a 1,460-foot-long breakwater was constructed to accomodate mooring of yachts,<sup>58</sup> and in 2008, Hawai'i Governor Linda Lingle approved \$6 million for infrastructure improvements<sup>59</sup> citing "the economic value of prestigious yachting competitions."<sup>60</sup>

Today, the Harbor contains 699 berths with docks, 85 moorings, and 22 dry storage spaces and can accomodate vessels up to 85 feet in length.<sup>61</sup> Users range from casual sailors to full-time residents; those on the waitlist for a harbor slip can wait as long as 10 years.<sup>62</sup>

<sup>54</sup> Feeser (44-45)

<sup>55</sup> "Ala Wai Harbor for Light-Draft Vessels," a General Design Memorandum by the U.S. Army Engineer District, Honolulu, 1975 (5)

<sup>56</sup> Waikiki Yacht Club Website (<http://www.waikikiyachtclub.com/About-WYC/History.aspx>)

<sup>57</sup> "Hawaii Yacht Club: Early History" by M.C. Olsen (from "Before the Mast" HYC Newsletter)

<sup>58</sup> "About the Transpac Race," Transpacific Yacht Club Website (<https://2017.transpacyc.com/transpac-yc/welcome-to-transpacific-yacht-club>)

<sup>59</sup> U.S. Army Engineer District (5)

<sup>60</sup> "100-Foot Boats, Powered Winches in for Transpac 2009," Press Release from Transpacific Yacht Club, 2008.

<sup>61</sup> "That sinking feeling about harbor decay." By Ray Pendleton, Star Advertiser, 2006

<sup>62</sup> DLNR Division of Boating and Ocean Recreation — Ala Wai Harbor Website (<http://dlnr.hawaii.gov/dobor/oahu-island-facilities/ala-wai-harbor/>)





## Ala Moana Beach and “Magic Island”

The reef-protected deep-water swimming area of Ala Moana Beach is actually an artificial channel originally dredged for boat traffic, to connect Ala Wai Harbor to Kewalo Harbor.<sup>63</sup> The Civilian Conservation Corp, part of U.S. President Roosevelt’s New Deal, extracted with dynamite huge amounts of coral reef from the area in the 1930s, using the ground-up coral matter to fill the Beach Park and what would become, in 1959, the site of the Ala Moana Shopping Center.<sup>64</sup>

In 1964, using more reclaimed reef and land dredged from the 10-year construction of the shopping center, the Hawaiian Dredging Company created a manmade peninsula to close off the eastern end of the unused harbor-to-harbor boating channel. Developers named it “Magic Island” as the first phase of what was slated to be a luxury resort, though the project never materialized.<sup>65</sup>

Local surfers adamantly protested Magic Island, which destroyed reefs and forever altered treasured surf breaks. According to historian DeSoto Brown, the event sparked “the movement to protect surf sites through politics and protest,” which endures today.<sup>66</sup> In 1972, the State officially renamed the artificial peninsula “Āina Moana” (“Land [from the] Sea”) as a public reminder of its origins as dredged coral, though most locals still use its original name.

---

<sup>63</sup> *In-person interview with Harbor users, May 2017.*

<sup>64</sup> “Beaches of Oahu (Revised Edition).” By John R. K. Clark.

<sup>65</sup> *White and Kraus (76).*

<sup>66</sup> *R.K. Clark*

## A Local Hangout at the Edge of Waikīkī

Though old surf breaks were forever lost to reef damage, the creation of the boat harbor created a fast, hollow left break called Ala Moana Bowls. When surf is up, surf-racked cars pack the makai end of the Boat Harbor lot as locals paddle out to surf Bowls and neighboring break, Rockpiles. The easternmost break, a shallow and aggressive right — Kaiser's — shares its name with Henry J. Kaiser, founder of the Kaiser (now Hilton) Hawaiian Village and the Kaiser Hospital, which once stood at the site of what is now the Hawai'i Prince Hotel.

Built in 1958, the 143-bed Kaiser Ala Moana Hospital<sup>67</sup> provided care to working class local people. Nāpua Harbottle, whose Hawaiian family once owned agricultural lands in Kālia, was born in the hospital. The implosion of the building in 1986 to make way for the Hawaii Prince was a first-of-its-kind local news event, she recalled. "It was like the moon landing," Harbottle said. "People gathered around their TVs to watch the explosion live."<sup>68</sup> Footage of the implosion was later used in a national episode of *Magnum P.I.*<sup>69</sup>



That wasn't the only time images of Kālia formed national pop culture. In the season one opener of *Gilligan's Island*, the S.S. Minnow departs on its "fateful trip" on that doomed "three hour tour" from none other than the Ala Wai Boat Harbor.<sup>70</sup>

A balcony of the Ilikai Hotel was also immortalized in a dynamic zoom into Jack Lord's character, Det. Steve McGarrett, in the opening sequence for the original *Hawaii Five-O* TV show. In fact, the character Chin Ho, played by actor Kam Fong, was actually named after Chinese entrepreneur and self-made millionaire Chinn Ho, who founded the Ilikai in 1964.<sup>71</sup>

In the 'Ilikai, local comedians like Andy Bumatai and Booga Booga pioneered the Kanaka Komedý movement, making audiences crack up with humor unique to local culture.<sup>72</sup> Next door, locals frequented the Marina Twin Theatre (located where Outback Steakhouse is today), where "Grease" and "Saturday Night Fever" held theatre records for the longest consecutive showings.<sup>73</sup>

Next to the 1,050-room Ilikai was the 132-room Waikikian Hotel, which housed the Tahitian Lānai. Beachboys and locals frequented the nouveau-'50's themed kama'āina watering hole,<sup>74</sup> where crooners sang in the sunset under the sky. The Lānai closed in 1991 as the Waikikian was torn down to make way for its eventual rebirth as a 39-story behemoth in 2009.

Though Kālia continues to change, local families can still be seen picnicking on the edge of Waikīkī at Magic Island on Fridays, enjoying a sunset-lit Lē'ahi before watching the Hilton fireworks show light the night sky.

<sup>67</sup> "Surfing: Historic Images from the Bishop Museum Archives." By DeSoto Brown.

<sup>68</sup> "Hawaii: Not your garden variety paradise" By Ginny McPartland. Blog post, Kaiser Permanente Website.

<sup>69</sup> In-person interview with Nāpua Harbottle, May 2017

<sup>70</sup> "Paper War," Episode 135 of *Magnum P.I.*

<sup>71</sup> "1st Season Opening." Independently researched by Craig Wheeler. Presented on *Gilligan's Island Fan Club Website* (<http://gilligansisle.com/harbor1st.html>)

<sup>72</sup> "How 'Hawaii Five-O' made the Ilikai Hotel an icon." By John Heckathorn, *Hawaii Magazine*.

<sup>73</sup> "Do You Remember... Kanaka Komedý." By Rodney Lee on his *Midlife Crisis Blog* ([www.midlifecrisishawaii.com](http://www.midlifecrisishawaii.com))

<sup>74</sup> "Do You Remember... Theaters." Lee





## The Homecoming of Hawaiian Innovation to Kālia

In June 2017, the Hawaiian sailing canoe Hōkūleʻa — a universal beacon of Hawaiian cultural revivalism — is set to return to Hawaiʻi from its three year long worldwide voyage, Mālama Hōnua. Thousands are expected to crowd Magic Island and the shores of Kālia to chant *ʻoli* welcoming crewmembers home from their final leg, from Tahiti.

The canoe, built and navigated using the indigenous science of traditional Hawaiian masters, will have circumnavigated the globe for the first time in. At each stop, crewmembers spoke with local people about our shared “ability to live in balance with our island that we call Earth.”<sup>75</sup>

When the waters of Piʻinaio still flowed out to sea, the innovative agriculture and aquaculture engineers of Kālia developed complex land use systems that were in complete harmony with their island home. As these virtues return home from the sea, there is promise in Kālia’s future resilience.

---

<sup>75</sup> “The Tahitian Lānai: kamaʻāina watering hole.” By Ron Jacobs, Honolulu Magazine. 1991

<sup>76</sup> “The Story of Hōkūleʻa” from the website of the Hōkūleʻa ([www.hokulea.com](http://www.hokulea.com))



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# APPENDIX B

Site Analysis



# SITE ANALYSIS

ALA WAI SMALL BOAT HARBOR, O'AHU

JULY 2017

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**SITE ANALYSIS**  
**ALA WAI SMALL BOAT HARBOR, O'AHU**

JUNE 2017

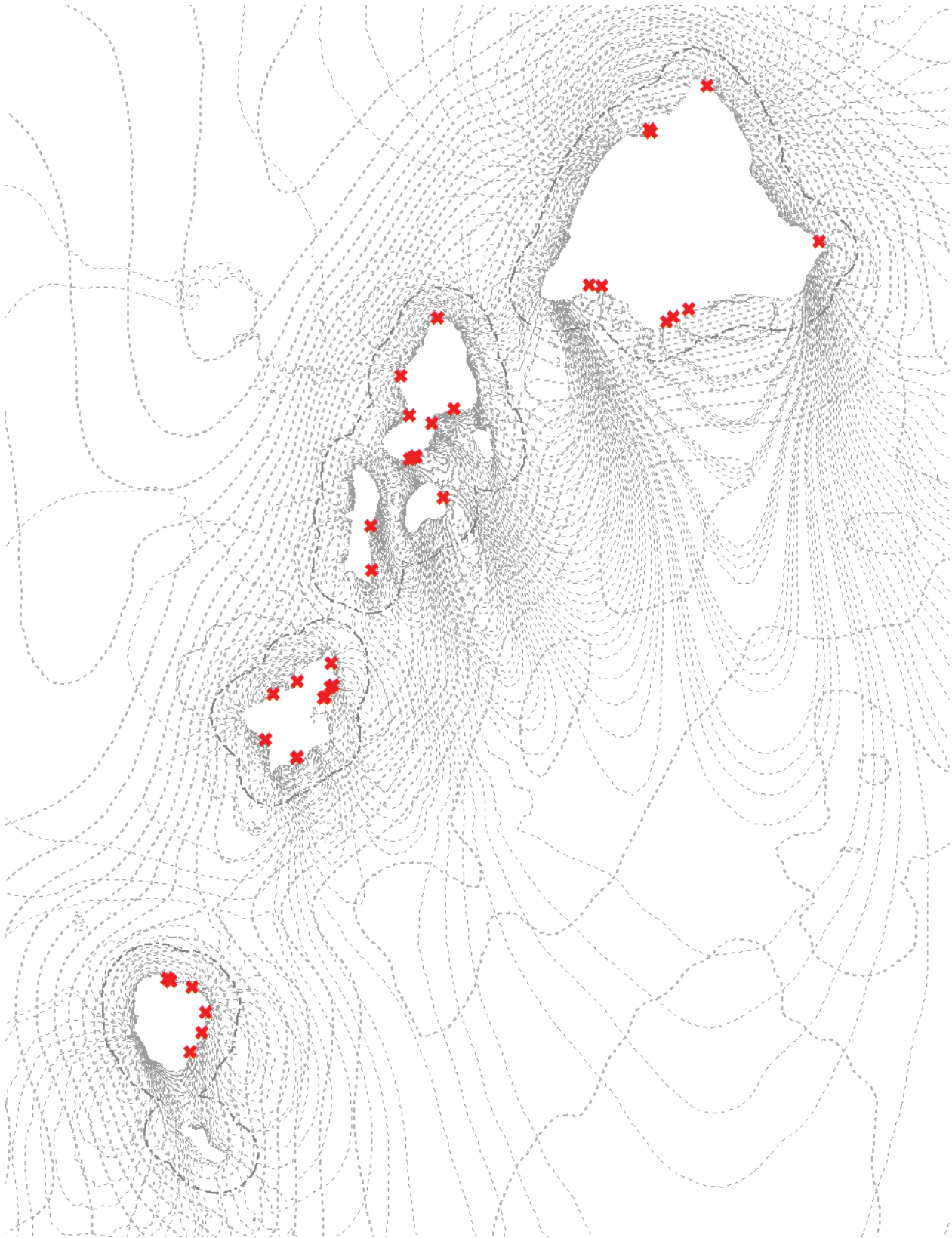
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**Figure 1: Hawai'i State Boat Facilities**

Hawai'i State Boat Facilities, including small boat harbors, launch ramps, and anchorage shown in red.  
(Source: Hawai'i State GIS)

## INTRODUCTION

This site analysis (SA) examines information pertaining to the Ala Wai Small Boat Harbor (AWSBH) toward the development of a conceptual plan. The intent of the SA is to identify general site-specific information that may inform present and future opportunities and constraints. This SA is built from existing information gathered from State and Municipal digital GIS resources, legislation, and print documents located at the Hawaii State Division of Boating and Ocean Recreation government office. The SA organizes this information to summarize the unique nature of the AWSBH, its prospective proposed sites, and their futures. The scope of this SA is confined to the land areas of the TMK parcels of AWSBH. Waterways and submerged lots are excluded from the scope of this analysis and drawn only for reference. Information relating to the areas surrounding AWSBH are included only as reference to provide regional context. Critical information pertaining to Hawaiian genealogy and cultural significance of the site including those associated with place names, history, and lore are reserved for the cultural brief that will follow this SA document subsequently. This SA is not a master plan nor site survey, and excludes the scope and services typically involved in civil engineering, market analysis, and environmental assessments or reporting—although information from previously completed studies or analysis may be referenced. Information presented in this document is expected to be verified in future planning and design phases.

### Location and Operation

Located in the ahupua'a of Waikiki, AWSBH is the largest small boat harbor in Hawai'i. The harbor is named for its location at the mouth of the Ala Wai Canal, which was completed in 1928. The harbor was constructed in 1935 upon the existing reef and alongside an extension of the Ala Wai Canal. AWSBH is one of 16 small boat harbors managed and administered by the State of Hawaii Department of Land and Natural Resources (DNLR) Division of Boating and Ocean Recreation (DOBOR). These small boat harbors are constructed, maintained, and operated for the purposes of: (1) recreational boating activities; (2) landing of fish; and (3) commercial vessel activities. The departmental mission of DNLR and DOBOR is to: "Enhance, protect, conserve and manage Hawaii's unique and limited natural, cultural and historic resources held in public trust for current and future generations of the people of Hawai'i nei, and its visitors, in partnership with others from the public and private sectors."

## PROJECT INFORMATION: AWSBH

### Prospective Project Sites

The AWSBH is comprised of several TMK parcels. The four sites (under analysis for lease and development include the following, and for the purposes of this document will be referenced as:

SITE A, or Existing Harbor Office and Parking Lot: Fast land described as a portion of TMK 23037012:0000, and encompassing TMK 23037024:0000; TMK 23037033:0000; TMK 23037034:0000, composed of approximately 112,580 square feet of area presently used for harbor offices and permitted vehicular parking. (This site is not subdivided and is drawn figuratively.)

SITE B, or Gateway, or Waikiki Landing, or Former Boat Repair: Fast lands described in the request for qualifications issued by DOBOR in 2008, described as TMK 26010005:0000 (28,394 SF), and TMK 26010016:0000 (9,975 SF) comprising 38,369 square feet of area previously occupied by the harbor boat repair facility.

SITE C, or Fuel Dock: Fast lands described in the request for qualifications issued by DOBOR in 2008, described as TMK 23037020:0000, comprising 15,199 square feet of area presently occupied by the inactive fuel dock.

SITE D, or Triangle Lot: Fast land described as a portion of TMK 23037012:0000, which is a triangular area located Diamond Head of Mole B, presently used for permitted vehicular parking. (This site is not subdivided and is drawn figuratively.)

### Tenants and Neighbors

Tenants of the AWSBH include Hawai'i Yacht Club, Waikiki Yacht Club, and the Hawai'i Prince Hotel. Tenants on short-term leases include Diamond Parking and TransPac. Additional tenants utilize 752 berths that include 129 liveaboards. Neighbors located on immediately surrounding properties include major hotels, such as the Hawai'i Prince Hotel, The Modern Honolulu, Hilton Grand Vacations, and Hilton Hawaiian Village. Surrounding residential neighbors include Ilikai Marina Condos, Ala Wai Yachts, Harbor View Plaza, and Harbor Club. Peripheral neighbors include Ala Moana Center, YMCA, and Hawai'i Convention Center. Neighboring open space include Duke Kahanamoku Lagoon, Magic Island, Ala Moana Beach Park, Fort Derussy, and the promenade of the Ala Wai Canal.

The neighborhoods surrounding the proposed sites of AWSBH comprise a diverse density of urban activities unlike any other location in Honolulu. Within a two mile radius, AWSBH is within a close proximity of apartment, business, residential, resort, and a variety of other mixed uses all together adjacent to additional recreational areas of Waikiki Beach, Kapi'olani Park, and Diamondhead, Ala Wai Golf Course, Kewalo Basin, and Kaka'ako Waterfront Beach Park.





**Figure 2: Ala Wai Small Boat Harbor Prospective Project Sites**

Prospective project sites shown in yellow. SITE B/C are drawn according to TMK (Source: Hawai'i State GIS). SITE A/D are not subdivided and drawn only representationally.



## **Transportation and Proximities**

AWSBH operates a central location along the coastline within the Kona district of O'ahu. Vehicular transportation to this Harbor is served primarily through Ala Moana Boulevard, connecting the Harbor to a variety of important coastal sites. These include direct vehicular access from the harbor to Waikiki (4 minutes), Ala Moana Center (10 minutes), Kaka'ako (12 minutes), Downtown Honolulu (14 minutes), and the Honolulu International Airport through Nimitz Boulevard (23 minutes). Important proximities to the Harbor include 15-25 minutes driving distance to academic institutions such as the University of Hawai'i at Mānoa, 'Iolani School, Punahou School, Mid-Pacific Institute, and Kamehameha Schools. Public school precincts include Ala Wai Elementary and Kaimuki High School. Additional proximities within a 20 minute driving distance include the Hawaii Convention Center (7 minutes), Kapi'olani Medical Center for Women and Children (12 minutes), Queen's Medical Center (16 minutes), Honolulu Museum of Art/Thomas Square/Blaisdell Concert Hall (14 minutes), Foster Gardens (18 minutes) and the Bishop Museum (20 minutes). The Harbor is serviced by numerous city bus routes (8, 19, 20, 23, 42, 98A, W1, W2), as well as an emerging rail, bike and pedestrian walking infrastructure.

## **Access**

AWSBH is accessed by pedestrians and vehicles from Ala Moana Boulevard, with points of entry at Holomana Street, Hobron Lane, and Kahanamoku street. The harbor is within .25 miles of six bus stops, and within .5 - .75 miles of the proposed rail station at Ala Moana. Walking distances at most are within 10 minutes to bus stops, and 25 minutes to proposed rail station.

## **Land Use and Zoning**

Ala Wai Harbor falls within the State urban land use district. The harbor is designated per the City & County of Honolulu Land Use Ordinance as a public precinct (LUO Sec. 21-9.80-8) located within the Waikiki Special District Precinct. Under the public precinct, Ala Wai Harbor is zoned for "public uses and structures" that may include accessory activities operated by private lessees under supervision of a public agency purely to fulfill a governmental function, activity or service for public benefit and in accordance with public policy. According to the zoning, all structures within the public precinct shall comply with the guidelines established by the urban design controls marked Exhibit 21-9.15 (map of the Waikiki Special District Urban Design Controls). The special district lists SITE B of Ala Wai Harbor as a part of the Waikiki Gateways, or an area with special design consideration for open space and architectural treatment. Exhibit 21-9.15 also designates building heights for Ala Wai Harbor, zoning SITE B within a limit of 350'-0" and SITE A/C/D within a limit of 25'-0". Additional zoned features outlined in Exhibit 21-9.15 include a Waikiki promenade that moves through the Harbor adjacent to the prospective project sites.

*\*See Opportunities and Constraints, ACT 197 Exemption from special improvement district*



*requirements.*

## **Climate**

The climate of AWSBH is coastal and tropical with slight seasonal variations. The annual temperature ranges from an average high of 84.5°F to an average low of 70.7°F with a mean annual temperature of 75°F (mean January = 71.3°F, mean July = 77.2°F). Rainfall occurs around 154 days in the year with a mean annual rainfall is 28 inches (mean January = 3.5 inches, mean July = 1.2 inches). Temperatures peak in the months of August, with rain most abundant during the months of October through March. The Mean annual solar radiation for the area is around 220-235 W/m<sup>2</sup>. Northeasterly winds prevail with an average velocity of 9 mph during the winter and 13 mph in the summer. During summer months, stronger more persistent trade winds result, while light and variable westerly “kona” prevail in winter months.

## **Land Cover**

AWSBH is an artificially constructed land entity. The majority of the land cover of AWSBH is classified by the USGS as an impervious surface, with a low mix of evergreen and developed open space. There are no remaining indigenous flora and fauna on site. Landscaping is sparse, including trees, bushes, and grasses typically growing in the central median of the docks include a variety of palms.

## **Building Structures**

Building structures located on the prospective project SITE A/C/D include a harbor office, launching ramp, and restroom and shower facilities. Other structures distributed across the site include 22 dry storage spaces, a vessel washdown, a pumpout (fuel dock), 15 trailer parking, and additional public-use facilities. SITE B has been cleared with the exception of a remaining restroom facility.

## **Parking**

A significant percentage of the site is dedicated to on-site parking. There are roughly 901 stalls available on site, including 282 permit stalls, 334 public stalls, 285 paid stalls.

## **Hydrology**

AWSBH is located within the Ala Wai Watershed, comprising the upland areas of Makiki, Mānoa, Pālolo, as well as Kaheka, McCully, Mō‘ili‘ili, Kapahulu, Kapi‘olani, Wai‘alae, Kaimukī, and Leahi (Diamondhead). The nearest major streams are the Mānoa Stream, Pālolo Stream, and Makiki Stream that all drain into the Ala Wai Canal. Springs also draining into the Ala Wai Canal include those located at Kamakakūokalani Center for Hawaiian Studies, as well as beneath Punahou School and Down to Earth/Mō‘ili‘ili Community Center.

## **Topography**

Site is flat with a slope of 0%-1%, with an elevation of approximately 4.5 feet above sealevel.

### **Surface Runoff, Drainage, Erosion**

AWSBH is predominantly paved and thus erosion of the soil is not an issue. Concerns however involve potential runoff of water from sites into adjoining bodies of water. A culvert to adjacent lagoon runs beneath SITE A.

### **Soils / Benthic Habitat**

AWSBH is an artificial land entity constructed of dredged fill of mixed composition. Its general soil taxonomy class is classified as ustorthents. The soil order is classified as entisol with a sub order designation of orthents. The site is considered to have a low nutrient holding capacity, and has low levels of organic matter. The pH Class of the soil is listed as slightly acidic to slightly alkaline with a low phosphorus reactivity. Beneath the pavement, this soil is listed to have a moderate water permeability (8µm/s) with balanced levels of water drainage and retention. The shrink-swell potential of the soil is low. The benthic habitats immediately adjacent to the prospective proposed sites include mud, dredge, and unconsolidated sediment. AWSBH was previously a reef flat with coral reef and forereef adjacencies.

### **Air Quality**

The State Department of Health consistently notes the air quality of the AWSBH as Good.

### **Noise**

Ambient noise from traffic along Ala Moana Boulevard is highest at SITE B and diminishes closer to the sea. Ambient noise for the harbor includes the ocean coupled with the sounds associated with boating activities as they range at different times of day and year.

### **Views / Alignments**

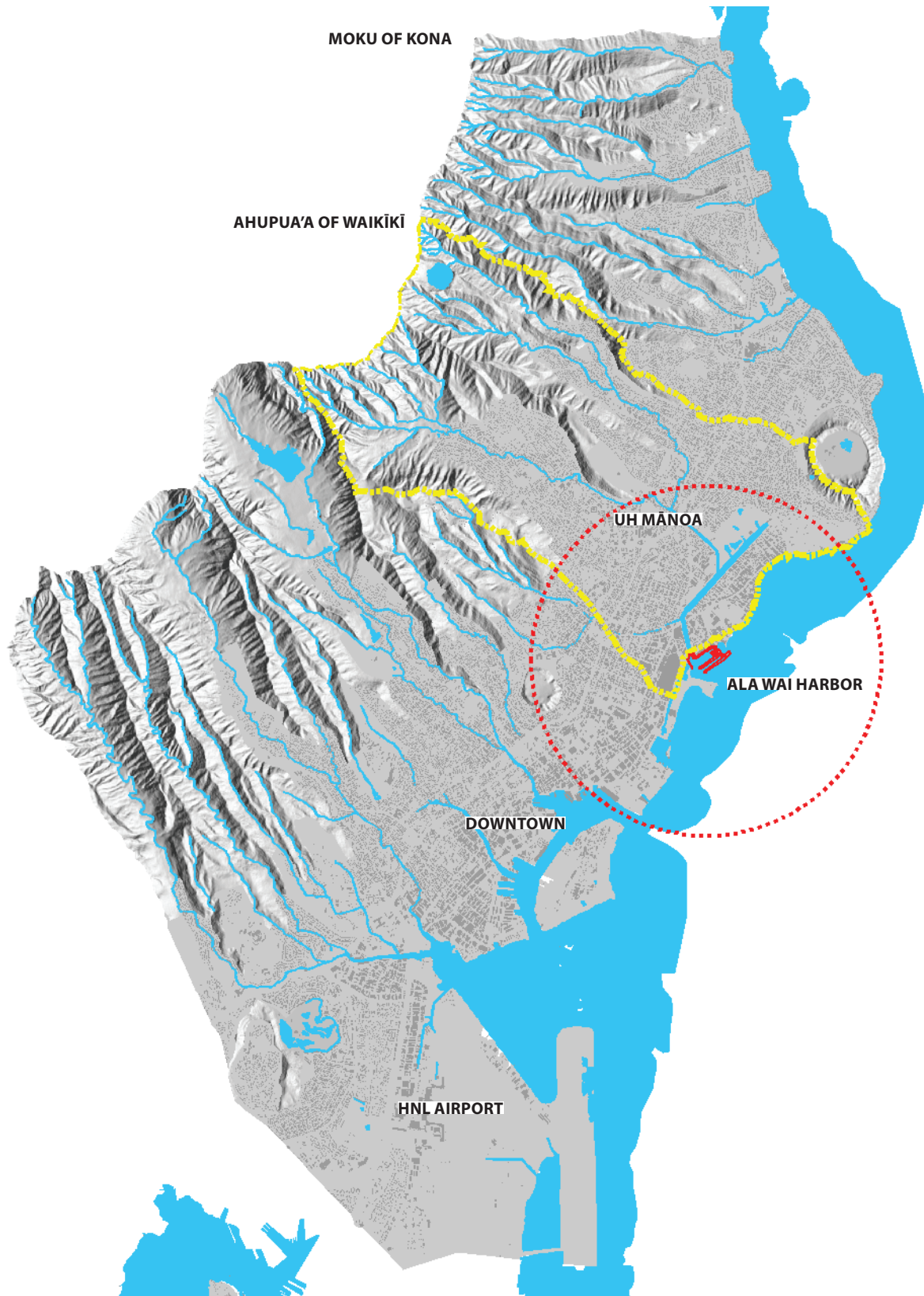
The prospective sites have near direct views of the ocean, with partial visibility of prominent features such as Diamondhead and the Ko'olau Mountain Range.

### **Flood Zone**

The City and County of Honolulu Department of Emergency Management includes AWSBH with a tsunami evacuation zone. The harbor is located approximately 1 mile from a safe zone via Ala Moana Blvd > Atkinson Dr > Mahukona Street > Kaheka Street.

### **Sea Level Rise**

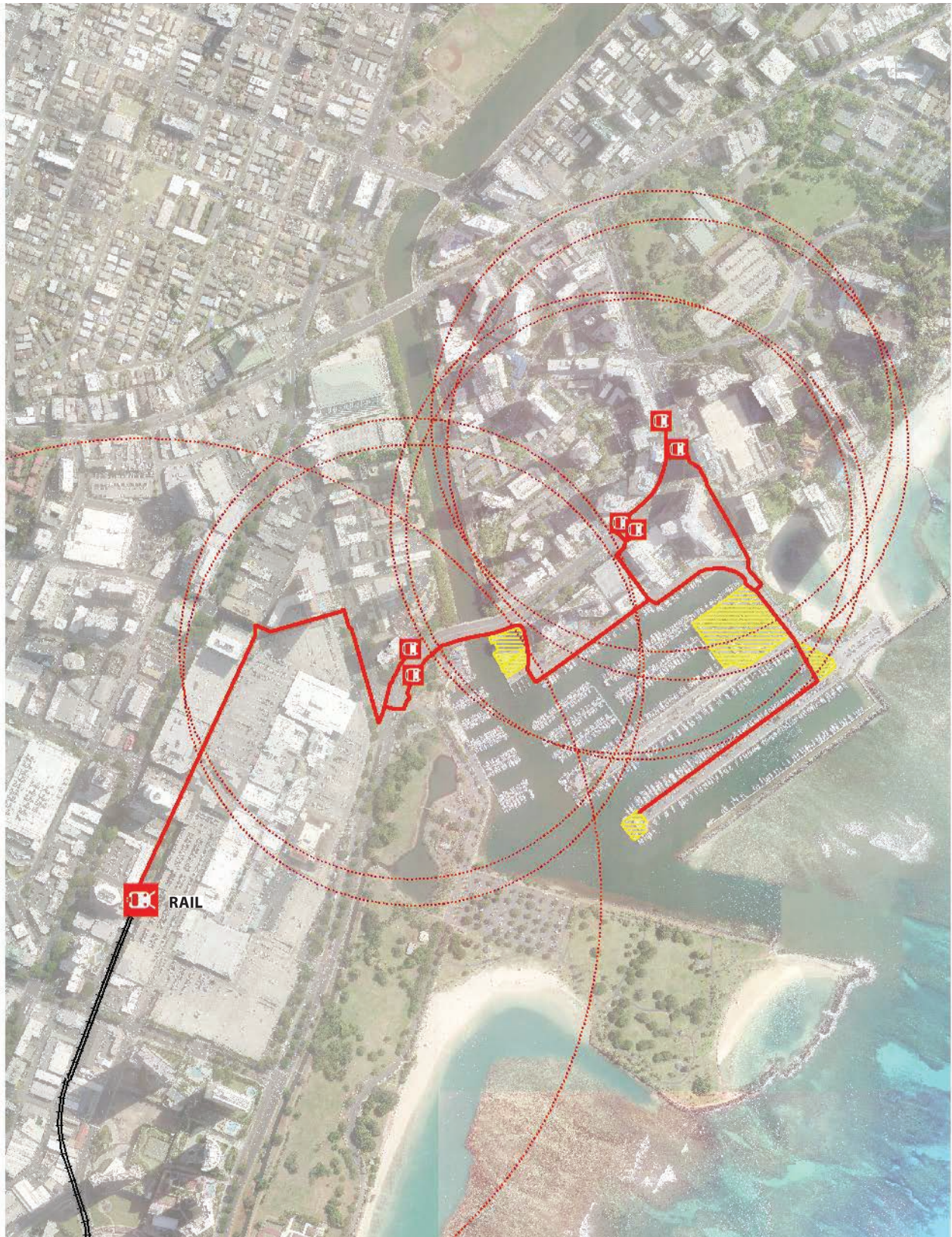
According to the National Oceanic and Atmospheric Administration (NOAA), AWSBH is susceptible to inundation associated with surge and sea level rise. While the timing of such events are unknown but anticipated to happen within the following century, AWSBH is susceptible to inundation at sea level rise of 2 feet. Signification inundation occurs at 3 feet, with complete submersion occurring at 4 feet



**Figure 3: Moku and Ahupua'a**

Ala Wai Small Boat Harbor is located in the moku of Kona (the extents of which are shown in gray), and the ahupua'a of Waikiki (shown in a yellow outline, however this boundary varies according to time period). (Source: Hawai'i State GIS)





**Figure 4: Alternative Transportation**

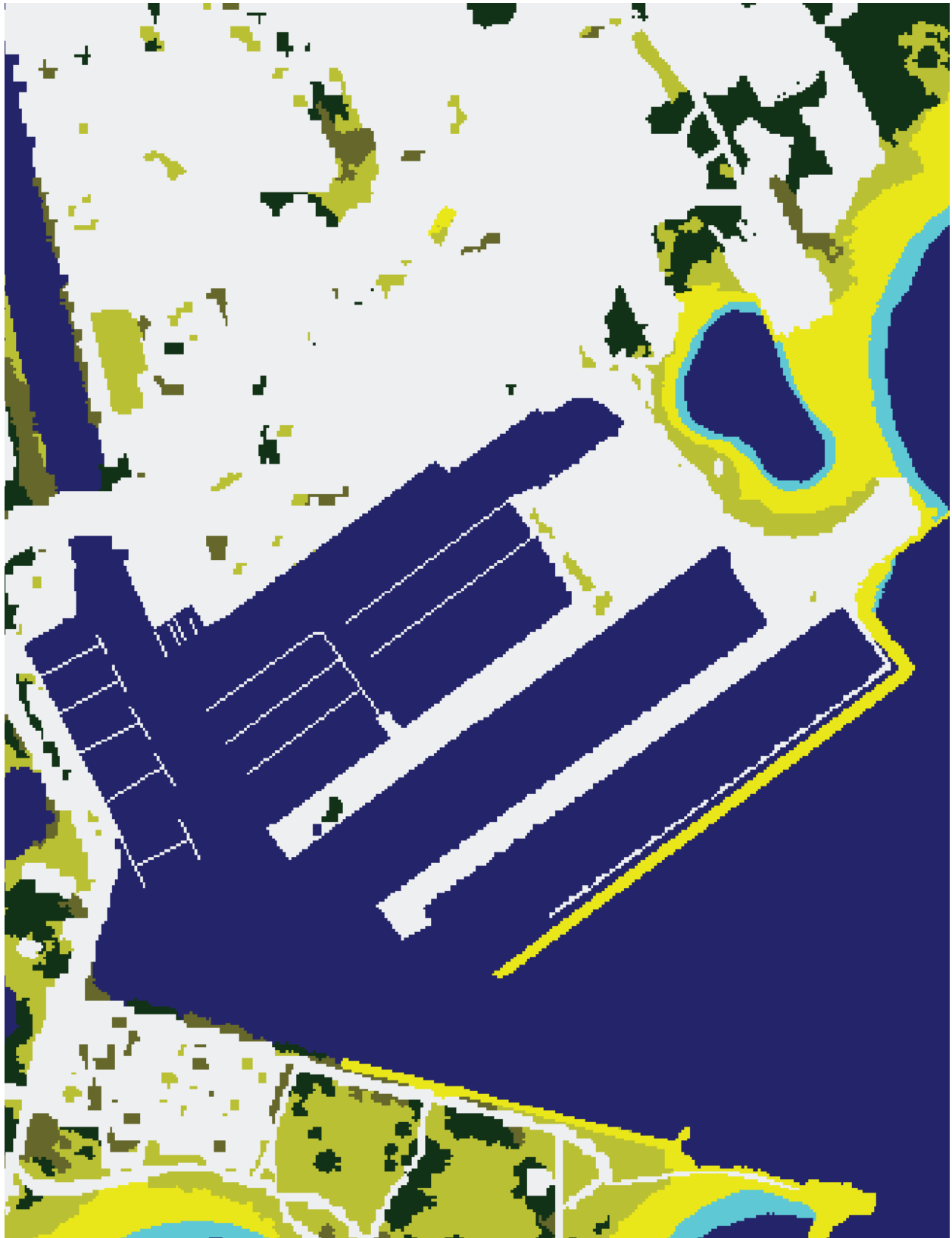
Prospective project sites (yellow), are shown to be within a .25 miles of six bus stations, and within .5 miles of a proposed rail station. (Source: Hawai'i State GIS)





**Figure 5: City and County Land Use Ordinance (Zoning)**

The prospective sites fall within a public precinct of the Waikiki Special District, with immediate adjacencies including open space, residential, resort, and other mixed use zones. (Source: Hawai'i State GIS)



**Figure 6: Land Cover (Impervious Surfaces)**

Impervious surfaces are shown in light gray; vegetative surfaces shown in shades of green; sand is shown in cyan; water in dark blue. (Source: USGS)

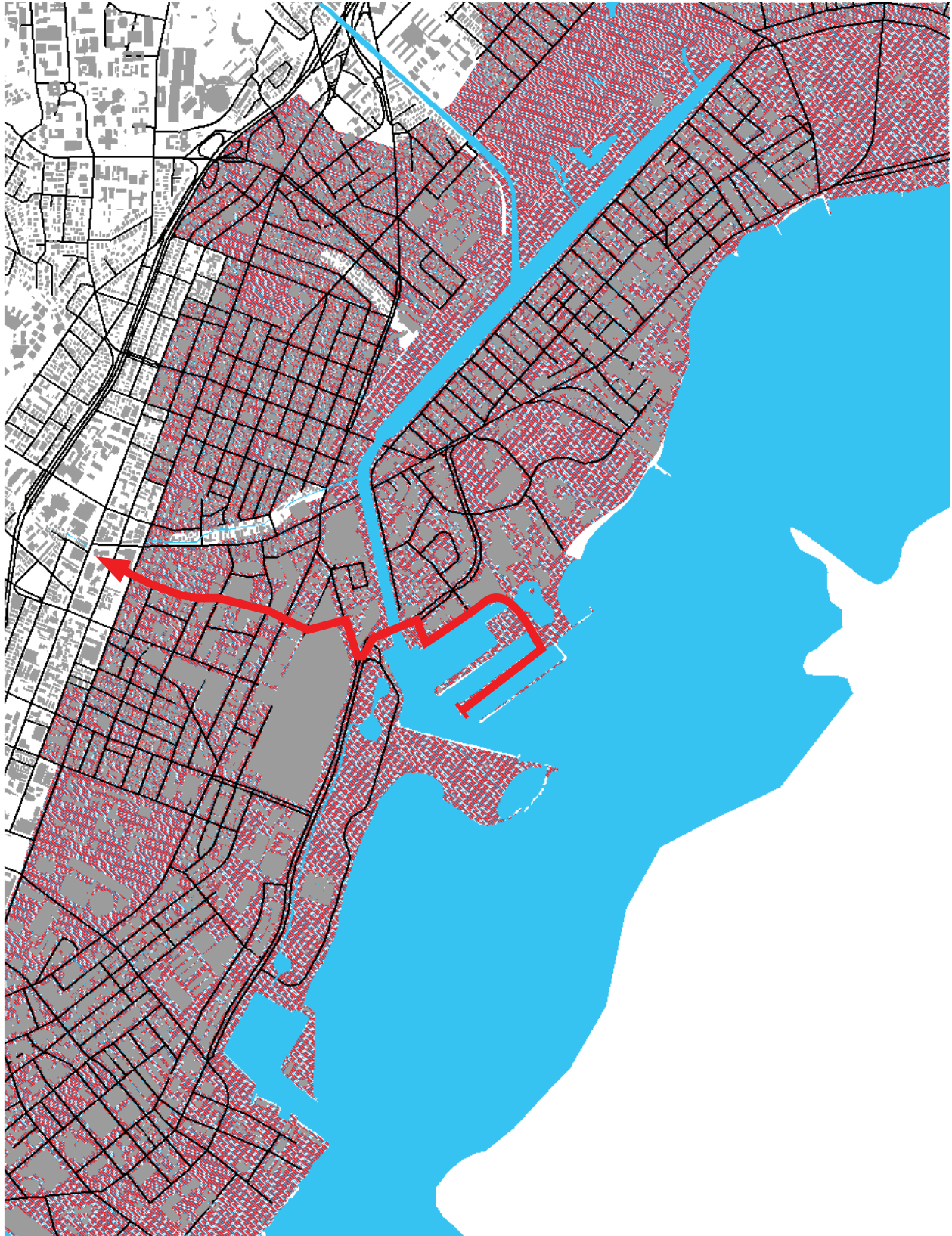




**Figure 7: Fill Land**

Artificial Fill Land is shown in gold, with the old coastline shown in blue.





**Figure 8: Tsunami Evacuation Zone**

Tsunami evacuation zone is shown in dashed red lines. (Source: Hawai'i State GIS) Routes to safe zones shown in solid red lines.





**Figure 9: Sea Level Rise**

A sea level rise of 3 feet is shown in cyan. (Source: NOAA)

## OPPORTUNITIES AND CONSTRAINTS

### **Act 197**

Per ACT 197 (7/7/2011) section 3.4, AWSBH is excluded from Waikīkī Design District Guidelines. "The redevelopment of the AWSBH shall be exempt from the assessment and any special improvement district requirements." This releases the prospective proposed sites from the zoning restrictions that limit construction to public uses and structures, as well as height limits.

### **Special Management Area Permits**

The State of Hawaii Office of Planning Hawaii Coastal Zone Management program includes AWSBH as part of the State Special Management Area (SMA). HRS sec. 171-6(19) exempts DLNR from needing SMA major or minor permits.

### **Lot Subdivision**

Only Sites B and C are subdivided and have been subject to previous request for proposals; Sites A and D are undefined and require subdivision. This process will have to comply with City and County of Honolulu rules and regulations for subdivision.

### **Environmental Conditions**

A number of recognized environmental conditions as defined by the American Society for Testing and Materials (ASTM) were identified within and around the site (according to a 2004 Final Environmental Site Assessment). The Site has two, 2,000-gallon above ground fuel tanks with associated underground lines and two dock-side dispensers that are used to dispense gasoline and diesel fuel boats. There have been several incidences of spills resulting from overflow of gasoline and diesel fuel during fueling activities over the years. While the spills were reported either cleaned up or dissipated naturally, the potential for future spills during refining activities by boat owners remain. Dark to light gray stains were observed on the surfaces of the dispenser islands and concrete pads surrounding the two fuel dispensers indicative of past spills and or leaks of fuel during fueling operations. Historic environmental conditions on-site include the presence of seven underground storage tanks located on the site from 1965 to 1987 when they were removed. The condition of the soil and groundwater in the vicinity of the former tanks are unknown, indicating the possibility of petroleum hydrocarbon contamination. Releases of petroleum hydrocarbons and other substances into AWSBH are a chronic problem, as point sources of pollution are recorded to occur within a one-mile radius of the site through the Ala Wai Canal. As chlorofluorocarbons (CFCs) may be associated with the refrigeration units found in buildings of the Site, any units to be serviced, decommissioned, or demolished must be handled in accordance with the regulations that govern their removal, transport, and disposal. Other hazardous materials and substances on site may include PCB-containing ballasts, mercury-containing light bulbs, lead-based paint, and asbestos.

### **Significant Views**

Without height restrictions, proposed developments of the sites may interfere with existing ocean views of surrounding properties. Views of Diamondhead from Ala Moana Park could also be affected.

### **Liveboards**

There are currently 129 legal residents that utilize the areas surrounding the proposed sites on a continual basis.

### **Existing Structures**

Existing building structures on the prospective proposed sites may be removed except for the launching ramp in SITE A that will need to remain. Comfort stations located at SITE B are currently operated by the Hawai'i Prince. This structure may be relocated but upon relocation will need to be managed by the developer.

### **National Pollutant Discharge Elimination System (NPDES) Permit**

This project may need to apply for a NPDES permit depending on where pollutants generated by the project are discharged. If pollutants are discharged into a municipal sanitary sewer system, a NPDES is not required. If pollutants are discharged into a municipal storm sewer system, a permit may be required depending on what is discharged. The NPDES requirement should be confirmed by a NPDES permitting authority.

### **Sustainability rating systems**

This project may require certification or compliance according to sustainability rating systems concerning green building, energy, and or maintenance and operations.



## SOURCES

### AWSBH

<http://dlnr.hawaii.gov/>

<http://dlnr.hawaii.gov/dobor/>

<http://dlnr.hawaii.gov/dobor/oahu-island-facilities/ala-wai-harbor/>

<http://alawaiharbor.com/>

### ACT 197

[http://www.capitol.hawaii.gov/session2011/bills/HB1566\\_CD1\\_.pdf](http://www.capitol.hawaii.gov/session2011/bills/HB1566_CD1_.pdf)

### LUO

<https://www.honolulu.gov/ocs/roh/193-site-ocs-cat/975-roh-chapter-21.html>

### SMA

[http://files.hawaii.gov/dbedt/op/czm/program/sma/participant\\_guide\\_to\\_the\\_sma.pdf](http://files.hawaii.gov/dbedt/op/czm/program/sma/participant_guide_to_the_sma.pdf)

### City and County Subdivision

[http://www.honolulu.gov/rep/site/csd/mrc\\_docs/SubRulesRegs\\_1.PDF](http://www.honolulu.gov/rep/site/csd/mrc_docs/SubRulesRegs_1.PDF)

### NPDES

<https://www.epa.gov/npdes>

### Hawaii State GIS

<http://planning.hawaii.gov/gis/download-gis-data/>

### Honolulu DPP GIS

<http://gis.hicentral.com/>

### Air Quality

<http://emdweb.doh.hawaii.gov/air-quality/>

### Soil

<http://gis.ctahr.hawaii.edu/SoilAtlas>

### Tsunami

<https://www.honolulu.gov/demevacuate/tsunamimaps.html>



A photograph of a harbor at sunset. Several sailboats are docked in the water, their masts reaching up. In the background, several tall city buildings are visible, their windows reflecting the orange and pink light of the setting sun. The water in the foreground is calm, reflecting the sky and the buildings. The overall mood is peaceful and scenic.

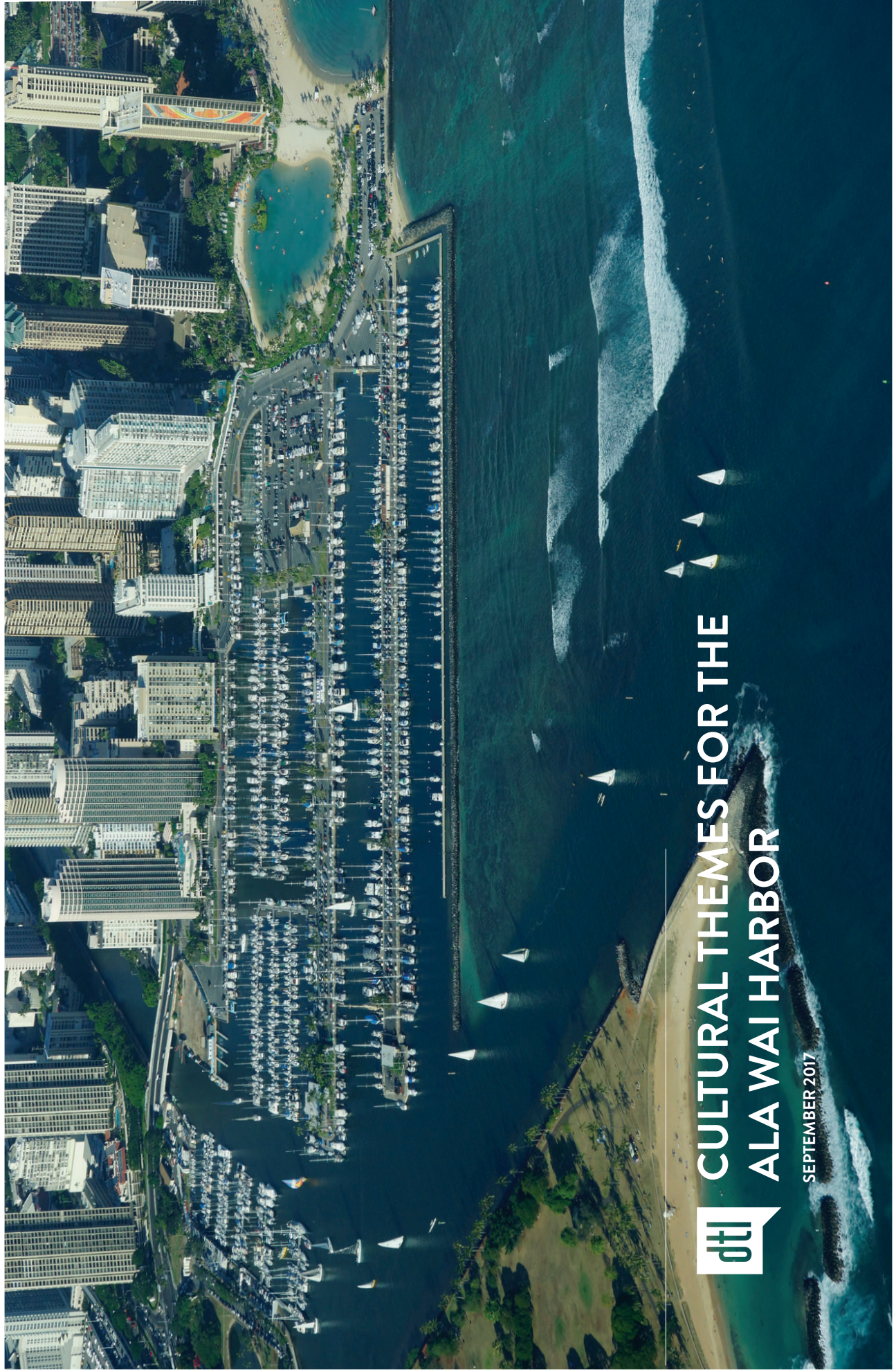
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# APPENDIX C

Cultural Themes





# CULTURAL THEMES FOR THE ALA WAI HARBOR

SEPTEMBER 2017





# CULTURAL THEMES

Cultural themes help to shape the mo'olelo (stories) that our clients tell about a place. They are informed by the traditional names, stories, practices, and unique features of the 'āina (land) in which a project is located. They lead to outcomes that promote the lineage of a place, while creating value for a project's stakeholders.

Through thoughtful design and programming, cultural themes can be articulated in ways that enrich and deepen one's experiences. They might be expressed through something as simple as a color scheme. Or, going further, they might inspire community partnerships, architectural features, or trainings and events.





In developing cultural themes for the Ala Wai Harbor, we looked for elements in its history that hold meaning for contemporary place-making today.

We believe that what captures the ‘āno (nature or essence) of the land and sea at the Ala Wai Harbor is reflected in the following themes: Kālia Grown, Ocean Legacy, and Harbor Living. They are designed to offer flexibility in their application, while providing an anchor for the project’s larger goals and strategies.

## KĀLIA GROWN



## OCEAN LEGACY



## HARBOR LIVING



# KĀLIA GROWN

Kālia was renowned for its abundance of limu (marine algae). Folks traveled from as far away as Kalihi to gather along its shores. Deep green limu 'ele'ele grew close to the fresh, flowing waters of the Pi'ianaio Stream. To the east, near Fort DeRussy, is where you'd find limu manuea and the dark, stringy limu huluhuluwaena.

Limu is what's known as a keystone species. This means that it helps maintain the biodiversity of our coastal ecosystems by acting as a critical food resource for a wide range of species. The limu that grew in Kālia fed its small fish and shrimp, which in turn fed the lobsters and octopus that Kālia's fishermen used to pluck from the reef with ease. All were Kālia Grown.

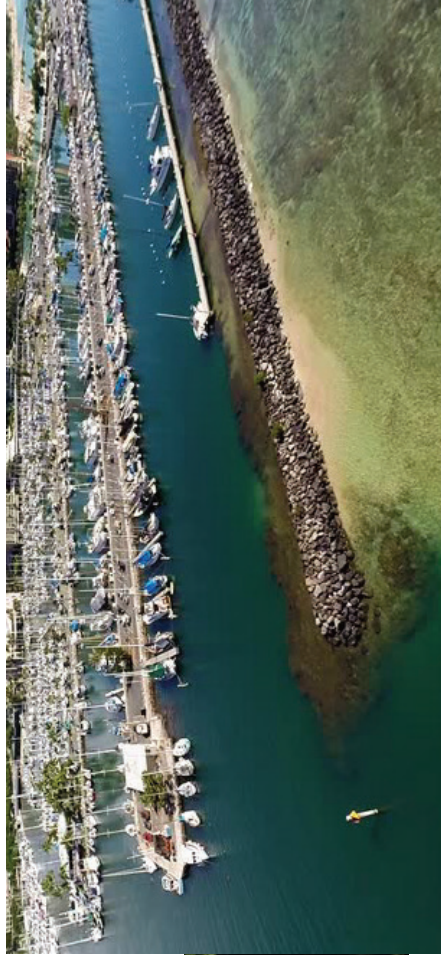




## OF THE SEA

That limu has virtually disappeared from Kālia tells us something about the declining condition of the waters that surround the Ala Wai Harbor. The problems are manifold: the poor quality of freshwater flowing into the ocean, too much pollution and too many contaminants, the strain of invasive species and over-harvesting.

To be Kālia Grown means to be part of a thriving and diverse ecosystem. It's a long-term approach that begins by looking at the health of the Harbor's foundation, the literal and metaphorical limu that support a complex and evolving ecosystem.



# OCEAN LEGACY

As the largest and most central small boat harbor in Hawai'i, the Ala Wai Harbor has served the needs of countless watermen and women since its creation in 1935. For its users, the Harbor is a bridge between the land and the sea, where voyages big and small begin and end everyday.

Few voyages are as historic as the Hōkūle'a's. The Ala Wai Harbor is where the Hōkūle'a set her sails for Tahiti in 1978 before capsizing between O'ahu and Moloka'i just five hours later. It's where, almost forty years later, thousands of family, friends, and well-wishers gathered on June 17, 2017 to welcome Hokule'a and her crew home from their worldwide voyage. These are once-in-a-generation events that forever transform our connections to the sea.



## ON THE SEA

Few crossings are as iconic as the one between Hawai'i and the West Coast. Every two years, the Ala Wai Harbor plays host to some of the sailing world's very best, who race from California to Hawai'i in the Transpacific Yacht Race. First conceived in 1886 by King Kalākaua in an invitation to the Pacific Yacht Club in San Francisco, it's one of the oldest ocean races. And so long as the wind blows on the Pacific Ocean, it's a crossing that men and women will continue to chase.

The Ocean Legacy of the Ala Wai Harbor is an important one. It brings visibility and access to Hawai'i's voyaging traditions. And it maintains our islands' first connection to the wider world, on the sea.





# HARBOR LIVING

Honolulu is one of the most livable cities in the world, and for many of its residents, the Ala Wai Harbor is either their home or their home-away-from-home.

In some ways, the desires and needs of these two groups are the same. Being near the ocean provides a sense of freedom and connectedness with nature. A boat, a surfboard, or canoe forces you to strip down to the bare essentials. Being on the water physically detaches you from the rest of the world, even if just for an afternoon. This is the allure of Harbor Living.

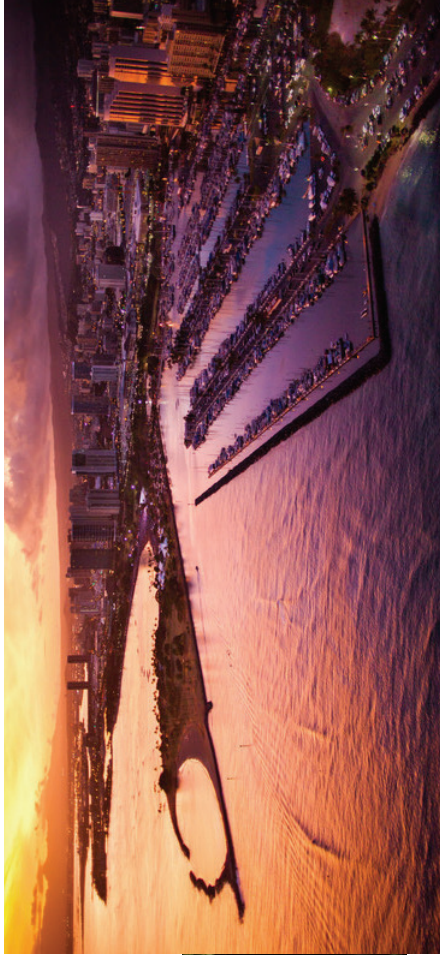


## BY THE SEA

There are many users who spend their downtime between home and work at the Harbor. For them, it serves as an anchor for community life, acting as what sociologists call a *third space*. These folks are members of one of the yacht clubs, or they form the community of surfers and paddlers who congregate near the beach.

Their need for accessibility, parking, and ho'olauna (socializing, talking story) might not always mesh with those who call the Ala Wai Harbor home. For the community of liveaboards, their quality of life is a matter of privacy, safety, fees, and access to basic amenities.

This is Harbor Living by the sea: a colorful, diverse, and occasionally rocky balancing act in one of Honolulu's most unique urban neighborhoods.



# APPENDIX D

Community Engagement Plan



# Ala Wai Small Boat Harbor

## COMMUNITY ENGAGEMENT PLAN

SEPTEMBER 28, 2017



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# Ala Wai Small Boat Harbor

## COMMUNITY ENGAGEMENT PLAN Conceptual Planning & Community Outreach

SEPTEMBER 28, 2017

**Prepared for**  
The State of Hawai'i Department of Land and Natural Resources'  
Division of Boating and Ocean Recreation

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## A. INTRODUCTION

Ala Wai Harbor is the largest boat harbor in the State of Hawai'i. Located at the mouth of the Ala Wai Canal, between Waikiki and Honolulu, Ala Wai Harbor can accommodate vessels up to 85 feet in length and is home to the Hawai'i Yacht Club, Waikiki Yacht and Royal Hawaiian Ocean Racing Club, as well as 129 live-a-boards.

DTL is assisting the Department of Land and Natural Resources' Division of Boating and Ocean Recreation to gather the public's vision for Ala Wai Harbor.

The purpose of the engagement effort is to collect input from a variety of stakeholders to assist the Department of Land and Natural Resources' Division of Boating and Ocean Recreation (DOBOR) in future planning efforts and Request for Proposals for State-owned land surrounding the harbor.

This Community Outreach Plan provides the guiding framework for gathering public input for the Community Outreach and Conceptual Planning of Ala Wai Harbor including the four State-owned parcels in the surrounding area. See Appendix for map.

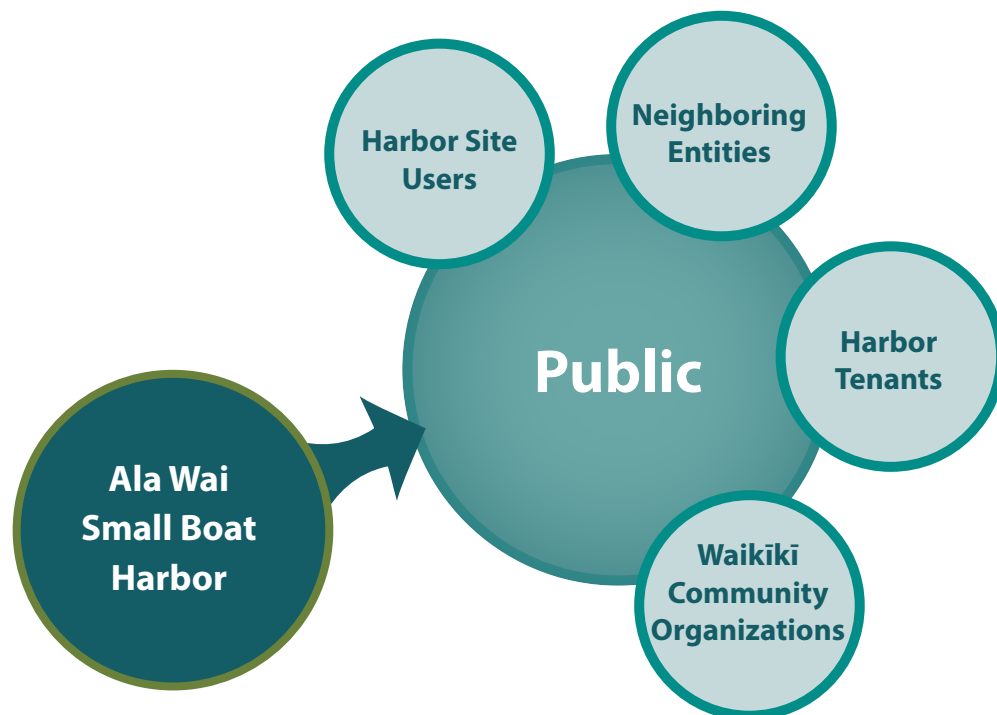
The public engagement will include two public meetings, presentation at the Waikiki Neighborhood Board, and additional meetings with neighboring land owners, Waikiki Improvement Association and Ala Harbor users.

## B. OUTREACH OBJECTIVES

- ❶ Establish a dialogue with multiple stakeholders regarding the Ala Wai Harbor's future
- ❷ Collect a range of community input that can inform the development of a shared vision for Ala Wai Harbor and surrounding land parcels prior to formal development activities
- ❸ Engage with stakeholders and public at two key milestones
  - July/August 2017: following the completion of historic and cultural research and site analysis report
  - November/December: Following the completion of 3 conceptual planning scenarios
- ❹ Develop and maintain an iterative process with stakeholders and the larger public to collect community feedback and share engagement process updates

## C. STAKEHOLDER ENGAGEMENT MAP

There are numerous stakeholders that visit, experience and live at the Ala Wai Harbor. In addition, there are many stakeholders in the surrounding area of Kālia. The following stakeholder engagement map describes the immediate stakeholder organizations within the Ala Wai Harbor as well as the stakeholders from the surrounding Kālia area. While the scope of this project does not allow for the project team to speak to every individual stakeholder, the list below provides representation from a range of stakeholder groups.





## Harbor Site Users

### Ānuenue Canoe Club

Ānuenue was founded in 1983 by Nappy Napoleon. The club started near the beach at Hilton Hawaiian Village and continues to paddle there today.

#### Contact:

Nappy Napoleon (Founder)  
Hardy Spoehr  
hspoehr7@gmail.com

### Waikiki Yacht Club

Waikiki Yacht Club is a private club founded in 1944 offering a variety of boating activities.

#### Contact:

Commodore Lyle Holden  
1599 Ala Moana Blvd  
Honolulu, Hawai'i 96814  
(808) 955-4405  
wyc@waikikiyachtclub.com

### Hawaii Yacht Club

Hawaii Yacht Club was founded in 1901 and is a private club offering a variety of boating activities.

#### Contact:

Commodore Richard Denten  
1739 Ala Moana Blvd  
Honolulu, Hawaii 96815  
(808) 949-4622  
Richard.denten@simplecruising.com

### Tenant Group

Ala Wai Small Boat Harbor is home to commercial, recreational, and live-a-board tenants. Charlie Galanto has been at the Harbor for more than 20 years as a live-a-board, commercial operator and surfer.

#### Contact:

Charlie Galanto  
madjargal@yahoo.com

Janet Mandrell  
harbormail@hawaii.rr.com

Janet Mandrell is a live-a-board and long-time Harbor tenant organizer and head of the Makai Society. Makai Society is an informational organization comprised of slip owners and boaters that discuss ongoing issues at the Ala Wai Small Boat Harbor.

### Save Our Surf

Save Our Surf was started in 1964 by John Kelly Jr., Lord "Tally Ho" Blears, Wally Froiseth, and George Downing, in opposition to Phase 2 of Magic Island, which would have had severe impacts to the numerous surf breaks along Waikiki.

#### Contact:

Keone Downing  
Keone@downingsurf.com

## Neighboring Owners

### The Chart House

1765 Ala Moana Blvd #1680  
Honolulu, Hawai'i 96815

### Contact:

Joey Cavell

### Harbor Pub

1765 Ala Moana Blvd #1680  
Honolulu, Hawai'i 96815

### Contact:

Michael Coyle  
(808) 941-0985

### Hilton Hawaiian Village Waikiki Beach Resort

2005 Kalia Road  
Honolulu, Hawai'i 96816

### Contact:

Debi Bishop (General Manager)  
Debi.bishop@hilton.com  
(808) 956-1111

### Ilikai Hotel & Luxury Suites

1777 Ala Moana Blvd  
Honolulu, Hawai'i 96815

### Contact:

Wes Kawakami (General Manager)  
wkawakami@ilikaihotel.com  
(808) 949-3811

### The Ilikai Apartment Building

1777 Ala Moana Blvd  
Honolulu, Hawai'i 96815

### Contact:

Rob Johnson (General Manager)  
(808) 954-9568

### Ilikai Marina Condos

1765 Ala Moana Blvd #1680  
Honolulu, Hawai'i 96815

### Contact:

No contact name listed  
(602) 432-3023

### The Modern Honolulu

1775 Ala Moana Blvd.  
Honolulu, Hawai'i 96815

### Contact:

Douglas Rucker (General Manager)  
Douglas.rucker@thehonolululmodern.com  
CC: Gena.lawson@themodernhonolulu.com  
(808) 943-5802

### Prince Waikiki

100 Holomoana St  
Honolulu, Hawai'i 96815

### Contact:

Douglas Rucker (General Manager)  
Douglas.rucker@thehonolululmodern.com  
CC: Gena.lawson@themodernhonolulu.com  
(808) 943-5802

### Waikiki Community Organizations

**Waikiki Improvement Association**

2250 Kalakaua Ave #315  
Honolulu, Hawai'i 96815

**Contact:**

resident Rick Egged  
rick@waikikiimprovement.com  
(808) 923-1094

**Waikiki Neighborhood Board**

2222 Aloha Drive #704  
Honolulu, Hawai'i 96815

**Contact:**

Chair Robert Finley  
bob2222@hawaii.rr.com  
(808) 923-5482

## D. PUBLIC ENGAGEMENT

Public engagement will include two public meetings and four smaller stakeholder meetings.

Engagement will include two public meetings open to the community through the planning process. These meetings are intended to provide a platform for sharing updates on the process and soliciting feedback from stakeholders.







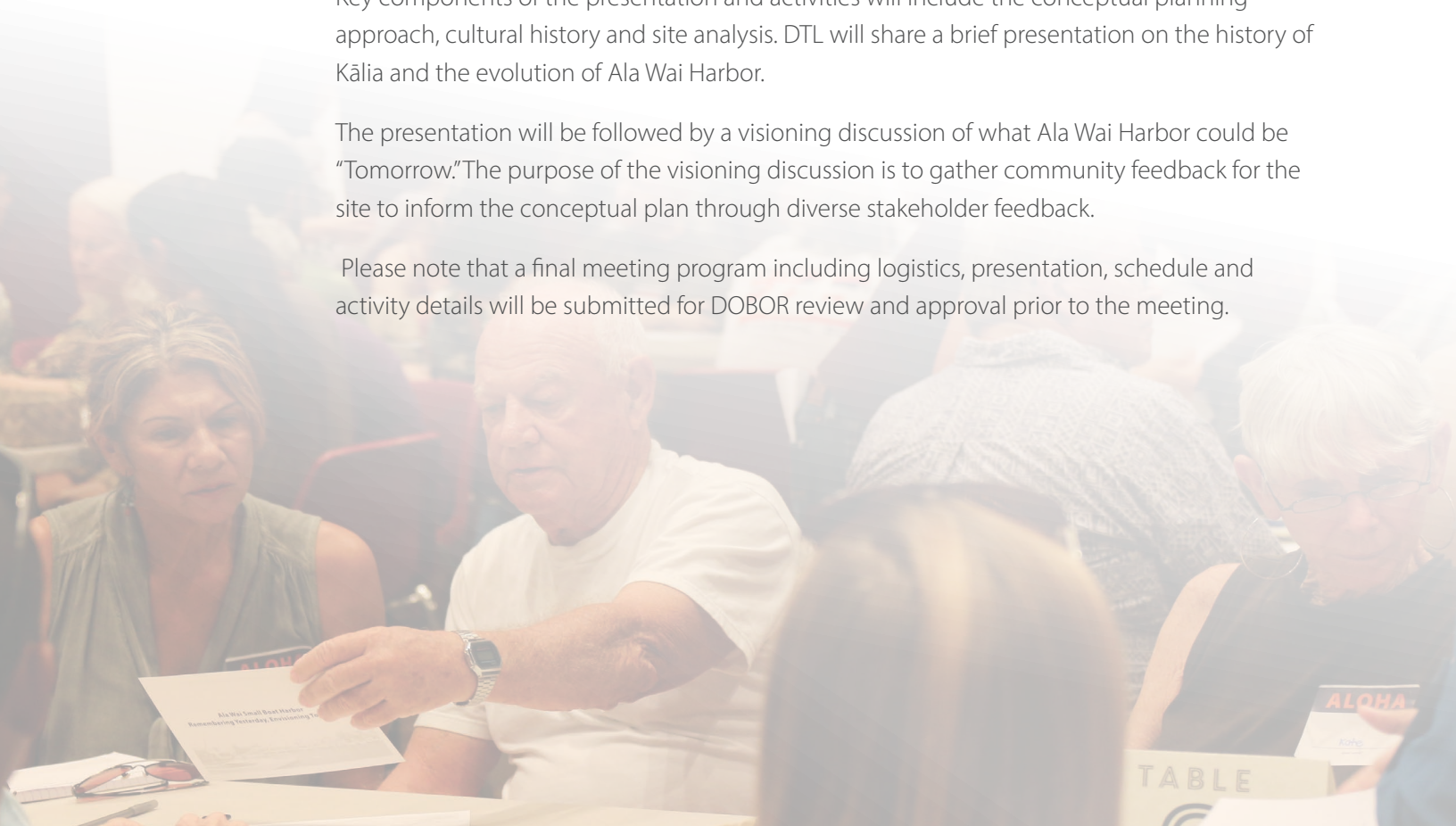
### Public Outreach Meeting #1

The first of two public meetings will be held following the completion of historic and cultural research and site analysis report targeted for July/August 2017. The purpose of the Public Outreach Meeting #1 is to introduce the visioning process and gather preliminary visioning thoughts to inform the conceptual planning process.

Key components of the presentation and activities will include the conceptual planning approach, cultural history and site analysis. DTL will share a brief presentation on the history of Kālia and the evolution of Ala Wai Harbor.

The presentation will be followed by a visioning discussion of what Ala Wai Harbor could be "Tomorrow." The purpose of the visioning discussion is to gather community feedback for the site to inform the conceptual plan through diverse stakeholder feedback.

Please note that a final meeting program including logistics, presentation, schedule and activity details will be submitted for DOBOR review and approval prior to the meeting.





### **Public Outreach Meeting #2**

The second public meeting will be held following the completion of three conceptual planning scenarios, with a target date of October/November. The purpose of the Public Outreach Meeting #2 is to present the three conceptual plan scenarios and collect feedback from stakeholders.

Please note that a final meeting program including logistics, presentation, schedule and activity details will be submitted for DOBOR's review and approval prior to the meeting.

### **Stakeholder Meetings**

A total of eight stakeholder meetings will be held with the following four organizations and group of organizations identified in the stakeholder map: the Waikiki Neighborhood Board, Ala Wai Small Boat Harbor Harbor users, Ala Wai Small Boat Harbor neighbors, and the Waikiki Improvement Association. Two meetings will be held with each of the stakeholder groups through the planning process.

These meetings will be small group focus group meetings with the purpose of getting targeted feedback from a cross-section of stakeholders with varying interest in the project area.

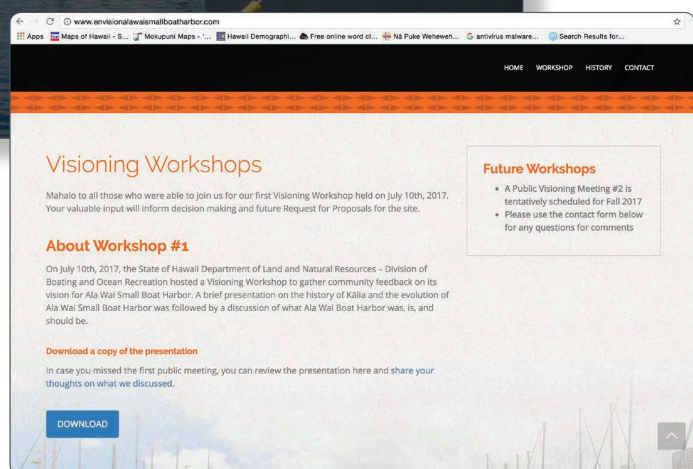
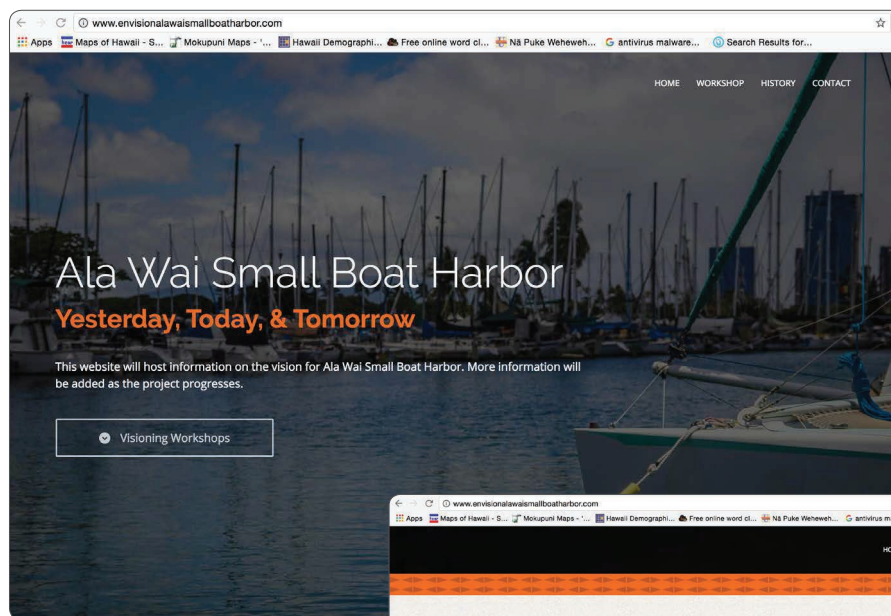
Please note that a final meeting program, including agenda, logistics, presentation, and schedule will be submitted for DOBOR's review and approval prior to the meeting.

## E. ONLINE ENGAGEMENT

Online engagement will be an important aspect of community outreach. The objective of online engagement is to increase transparency and ongoing communication throughout the planning process.

The website *envisionalawaismallboatharbor.com* will provide information and regular updates on community outreach and the conceptual planning process. Following the public outreach meetings, materials, including the presentation, will be posted on the website for the public to access.

The website will also be used to collect ongoing feedback throughout the planning process by providing prompts to solicit input from the community. In addition, there will be a page that allows the public to submit comments or questions regarding the project. Contact information will be available on the website.





## F. ADDITIONAL RECOMMENDATIONS

DTL strongly encourages DOBOR to consider the following recommendations in order to increase the effectiveness of the community outreach plan:

- ❶ Develop a communications plan in order to provide transparent, clear and consistent messaging that includes assigning a spokesperson for the lifetime of the project.
- ❷ Continue to utilize the website as a platform for engagement following the conclusion of DTL's scope of work and continuing throughout the development process.



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Honolulu, Hawai'i 96813

[www.dtlstudio.com](http://www.dtlstudio.com)



# APPENDIX E

Public Visioning Meeting #1 Summary



# ALA WAI SMALL BOAT HARBOR CONCEPTUAL MASTER PLAN

## COMMUNITY MEETING NO. 1 - SUMMARY



AUGUST 2017





# ALA WAI SMALL BOAT HARBOR CONCEPTUAL MASTER PLAN

## COMMUNITY MEETING NO. 1 - SUMMARY



AUGUST 2017

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- Presentation
- Full program
- Sign In Sheet
- Meeting Note Transcriptions





## I. INTRODUCTION

On July 10, 2017, DTL, in collaboration with the Department of Land and Natural Resource's Division of Boating and Ocean Recreation (DBOR), hosted the first of two public meetings at McCoy Pavilion to envision the future of Ala Wai Small Boat Harbor in support of the conceptual planning effort outlined below. Approximately 107 participants attended the workshop.

The overall project scope is to gather community feedback to inform the development of a Conceptual Plan for Ala Wai Boat Harbor. This Conceptual Plan is intended to provide the Department of Boating and Ocean Recreation with a basis for

## II. AGENDA

The following is a summary of the agenda. See the comprehensive meeting program in the appendix.

- A. Welcome**
- B. Presentation**
- C. Activity #1: My favorite memory of Ala Wai Small Boat is...**
- D. Activity #2: Yesterday - Ala Wai Small Boat Harbor Cultural Pastime**
- E. Discussion Question #1: Today - Ala Wai Small Boat Harbor Is...**
- F. Discussion Question #2: Tomorrow Ala Wai Small Boat Harbor Should Be...**
- G. Next Steps**

## III. OBJECTIVES

The objectives of Community Meeting #1 were to provide an update on DBOR's community engagement planning process, share a brief history of Kālia and Ala Wai Small Boat Harbor, and begin the process of developing a shared vision of what Ala Wai Small Boat Harbor should be in the future.

## IV. METHODS OF OUTREACH

- **Press release (drafted by DBOR)**
  - Aired on HPR and local news channels
- **Targeted Harbor Outreach**
  - Posted in restrooms & bulletin boards
  - Walked slip to slip for 2 days (Thursday and Friday before Monday meeting) (did not leave copies on slips if no one was present to avoid litter in the ocean)
  - Left fliers in Harbor Masters Office, Hawai'i Yacht Club, Waikiki Yacht Club, Harbor Pub, Chart House
- **Phone calls & emails to neighboring entities**
  - GMs of Ilikai, Prince, Hilton Hawaiian, Modern, Ilikai Marina



## V. ACTIVITY 1: FAVORITE MEMORY OF ALA WAI BOAT HARBOR

In Activity 1, participants were asked to reflect on their memories at the Ala Wai Small Boat Harbor. Each participant then selected their favorite memory and shared it with the small groups at their table.

The objective of the activity was to reflect on each individual participant's relationship with the harbor as well as learn from other stakeholders what experiences were most important to them. This activity created a space for the meeting's diverse conversations and created a foundation of participants' shared aloha for the harbor.

It is no surprise that ocean life was a central theme to many of the memories shared. Many reflected on their time at the yacht clubs, driving their boats into the harbor, fishing, sailing, swimming and surfing. The second common theme dealt with memories of attending events at the harbor, including Transpac and Hōkūle'a's arrival. Others remembered when the harbor was clean and healthy. And, last but not least, many reminisced of the times when they were able to service their boats in the harbor. See detailed comments below.

**Table 1**

Brunch on Sunday @ Waikiki Yacht Club, early afternoon sail, anchoring off Waikiki & Swimming. 40 yrs of Access to the water for sailing, fishing, & swimming.

In the 1980's the beach & harbor was clean. Free of vagabond & homeless camps.

Friday night sailing + fireworks – every Friday!

Memories of past Transpac. In 2003 & 2005, doing the escort boat, we said that we would only go out during the day but got so involved, we were going 24/7 for nearly a week before getting time off to sleep. Similarly, for hosting boats, we would key on partying, assisting other committees.

First time sailing into the harbor on our own boat with canoes, local fisherman, and surfers on the same wave.

Moved to Hawaii in 1973 and almost immediately became involved in the the Biennial Transpac Race from Long Beech to HNL. Favorite memories for 1970's -1990's was the Transpac arrival parties, lei stands, snack shop on the piers, etc. Currently, I still enjoy boating out of Waikiki Yacht Club, the camaraderie of members and visiting guests

Joining Waikiki Yacht Club to kayak, paddle, and enjoying it with business clients who love to sail & dining at the club.

No high rises.



<b>Table 2</b>	In 1974 my young son and I had the best boat in the harbor. We are lifelong surfers at Ala Moana Bowls. There were no no crackheads or homeless and the water was clean and clear.
	Envisioning future opportunities to clean it up and make first class.
	Watching sunset over Magic Island in the evening, while enjoying a sundown. Safety to get around harbor. No gaping holes in the sidewalk.
	Having area developed at Prince + Ala Moana rather than current unsafe, polluted area.
	Getting rid of unsafe Heliport. Safely surfing there. Free parking for taxpayer/ocean users. Swimming, local family parties. Monk seal on beach. Sailing w/ UH Sailing team. Surfing early. Safe and free parking. Clean lua (bathroom). Shared use.
	Is watching the S/S minnow leave for her 3-hour tour. A boater's community again. Clean docks and get professional capable management, a real marina again.
	Sunsets on the ocean. The fuel dock and boat services on Site "B".
	People coming together as a community to help each other maintain their boats at the old boat yard & marine ways
	Arriving at dawn after sailing against the wind for 40 days to get from Fiji to Hawaii. A safe, clean and maintained public access.
<b>Table 3</b>	My favorite memory is being notified of a slip availability in the harbor for my boat. Circa. 1990
	I've had many happy times as the Ala Wai. My favorite memory of Ala Wai Small Boat Harbor is still to come.
	Opening day of boating season a couple years ago. I'm not a boater so I didn't know what a big deal it was. A friend is a huge boater.
	Sailing on Voltaire in the 1980's
	It was the first place that I lived when we moved to Hawai'i.
	With the limu came the biggest manini I've ever seen. The ocean and the water from Manoa was so clean that you ate them raw.
	When we first moved to O'ahu, our condo looked out to the the Ala Wai Boat Harbor and our days started and ended with this beautiful view.
	In 1948 sailing 110's out of the Waikiki Yacht Club which had just opened up to allow boats to leave the harbor following WWII.
	Sailed since 1978 in and out of Ala Wai Small Boat Harbor.
<b>Table 4</b>	Sailing in and out on our sail boat. My husbands Transpac Boat!
	Having a haul out and repair yard, having a laundry, having other necessary boat services, lost ten years ago.
	Surfing Bowls in the '60's (1960's).
	Sailing on the "Night Moves", a 1969 Colombia 26 – No engine – No frills we sailed on and off the dock every time.
	In 1969 viewing the boats in the harbor & going to the lagoon at the Hilton with my children.
	Enjoying the beach, snorkeling & surfing with family and friends over the last 40 years.

**Table 5**

Manapua trucks and Tahitian Lanai and Kālia Beach. Organizer of Ala Wai Harbor Opala Pickers each week.

Family picnics on Magic Island and sunsets.

Land fall! After sailing from the mainland. Surfing outside the harbor. Sailing and boat life on the boat.

Sitting in the parking lot talking to Buttons. Canoe surfing at Kaisers.

Sunset BBQ's and fishing on the seven hundred row sidewalk.

Friday night sailboat racing from Hawaii Yacht Club. Fourth of July fireworks particularly the one where a barge lit fireworks off Waikīkī.

Transpac sail boats.

Catching waves at Rockpiles and Bowls.

**Table 6**

I remember when life was good and safe at the Ala Wai Canal.

Swimming in clean water from the Ala Wai Canal, circ. late 60's. Making out in cars in the parking lots.

My favorite memory is setting sail from the Texaco dock, May 1981, to begin my circumnavigation. Also, grew up at Waikīkī Yacht Club in the 50's.

Getting our boat into the harbor for the first time after years out at Ke'ehi Lagoon at anchor. Being able to dry dock our boat at a site near our slip.

When it use to be for recreational boats only. No commercial vessels creating noise + pollution over 26 years ago.

As a crew member of Hōkūle'a I participated in her return. 7 canoes of a 29 canoe ohana that voyages around the Pacific + the world. Makes me wish I was alive during arrival in 1976.

Buying my first boat and moving onto it in 1995: Second memory is finally getting my original ship after 9 years of waiting for a new boat to be built!

40 years ago I noticed what a great harbor Ala Wai is and how much better it would be in the future.

**Table 7**

After 5 years' harbor folks supported final plan Honey Bee.

Visited on Fourth of July this year to watch the fireworks.

Arrival of the Transpac boats in the 1970's.

Finishing the Makai Pier to Ala Wai Race. Eluded me for 2 years!

The Fuel Dock. Bring it back. Haul out.

Getting to the top of the waiting list for a slip after a wait of 5+ years.

Having a fuel dock and a boat yard!

As a kid, touring the harbor and dreaming.

Seeing the Transpac boats come in every two years & hoping there are repaired docks for the boats to come back to.

Doing laundry at the fuel dock.

Having a fuel dock and a boat yard.

Sailing with friends who were birthed there.

Also it is part of my family lore – my father lived on a boat there when he first arrived in Honolulu in 1961.

Hanging out, and racing, with my friends.

# Table 8

Hanging out at the old fuel dock when it was open. My friend had a boat close by and we would sail on that boat on Fridays and weekends and use the fuel dock a lot.

Working with my friends on the weekends.

I moved here over 3 years ago and enjoyed seeing the variety of reef fish – many different fish. Not so many in the last year or so – dirty water, smart fish!

Seeing sunset and the sailboats coming in as the sun went down.

Favorite memory, beautiful walking in the harbor and sailing with friends. Also visiting friend's boats.

Sailing out on yachts to the Diamond Head buoy.

Getting my first slip! I miss the fuel dock!! The harbor agents are working very hard and I appreciate what they do.

Getting my slip + boat,

My favorite memory. It is a hard question, because all are my great memory. Cruising around the Ala Wai harbor, cruising out of Waikiki in and out enjoy the boat life!

# Table 9

Summer time in the late 90's we used to spend time on friend's boat and spend the days paddling off Waikiki.

Being able to swim/park at no charge watching Transpac.

When the harbor didn't exist! As kids played in the old shoreline when Ala Wai was cleaner – fish +crabs edible!

Friday night beer can races w/ HI yacht club. Getting a slip offer in the mail after waiting 4 years.

Buying our first boat and raising 3 children on board, sailing, surfing, meeting fellow sailors and voyagers. Beautiful sunsets and living on the water.

Native Hawaiian, born and raised. Ala Wai Small Boat Harbor is surfing (1972-2017) Ala Moana Bowls. Paddling outrigger canoe for Waikiki Surf Club/Kamehameha Schools. Sailing chickadee - dancing hula for the silver bullet. Free parking for parades.

Waking up every morning & seeing the sunrise from Waikiki Yacht Club with our keiki training 6 days a week before and after school seeing sunrises and sunsets 5 am – 5 pm.

So this memory continues from 20 years to today imprinted daily: surfing, sailing, kayaking and training for the Olympics.

Having keiki from the world sharing Ala Wai and Hawaii.

Perpetuating the Hawaiian Waterway.



1973 – Bought my first boat 27' sloop on day 2nd son born. He and his older brother introduced to the ocean, sailing and fishing here. Took sailing lessons in the harbor before venturing out on their own.

Sailing with my dad.

Peaceful, quiet days & nights living in Ala Wai Boat Harbor on my boat.

**Table 10**

Family and Friends.

Likes harbor. Bought 1st wooden boat.

Returning from Tahiti (couldn't stay in harbor).

Hanging out in area. Surfing with friends.

Had a child on a boat.

1st visit from Maui.

Fireworks.

**Table 11**

My memory is surfing Rock Piles and meeting my first girlfriend and just surfing and fishing.

Surfing at Bowls & teaching my son to surf at Rock Piles left and sharing stewardship of our ocean, access to this surf sport and getting him involved to care.

The first day my new ticket booth was opened for business, Hawaiian Parasail, Inc.

Watching Hōkūle'a arrive 2017. The excitement of racing boats coming in at Transpac years. Seeing whales playing being led by dolphins at harbor mouth. All the nice people I meet there.

Old days of a cleaner Ala Wai. Stewardship of everyone helping to maintain marina and surfing rock piles.

Surfing Bowls and telling stories in the parking or eating at the little store at the fuel dock.

Getting engaged on July 4, 1963.

Sailing from Waikiki Yacht Club over more than 50 years has been enjoyable but my favorite memory is that I got engaged after a motor boat cruise on July 4, 1963! The arrival of Hōkūle'a after her around the world cruise was a wonderful recent event. Having been a sailor over for more than 50 years I think we need to restore the harbor area and the dock.



## VI. ACTIVITY 2: YESTERDAY, ALA WAI SMALL BOAT HARBOR WAS...

Activity 2 focused on the Ala Wai Small Boat Harbor of yesterday and the surrounding area of Kālia. Historic images were put on each table and participants selected an image that resonated with them. Each participant had an opportunity to share his or her image and why he or she selected it.

The objective of the activity was to share the genealogy of Kālia, showcase Ala Wai Small Boat Harbor's cultural and historic assets of yesterday, and allow participants to select images that resonate with their vision for Ala Wai Small Boat Harbor. This activity led to a conversation on the history and cultural opportunities at Ala Wai Small Boat Harbor.

The images selected and comments shared were centered around the following: boat harbor history, boating, coral reefs, fishing, Hōkūle'a, limu, lo'i, stream and fishponds, surfing, Waikīkī and Kālia. The three most discussed topics were boat harbor history and boating, ecological health of the harbor, and Kālia and Waikīkī sense of place. See detailed comments below.

### Boat Harbor History

Would like to see the Ala Wai returned to primary, well maintained pleasure boat harbor serving the local population and two yacht clubs, with the only commercial activity being the serving of boat owners.

The history of a boat harbor that sheltered and supported the local and visiting boats and the community of people drawn to the waters of Kālia.

Planning, investment, vision/engineering, taxes used for infrastructure, community asset from nothing.

Profile of Diamond Head from Waikīkī Beach, The Hawaiian Hotel are favorite history.

I have lived on my boat in the Ala Wai Harbor, worked on my boat there in dry dock (a necessity for the largest small boat harbor in the state), fueled up at the essential fuel dock, and set sail on my circumnavigation from the Texaco dock. This is a working boat harbor. Dry dock, a chandlery, fuel dock, a sundry store, washers + dryers + showers are a necessity. Add restaurants, doll it up, but restore boat services.

The history of the harbor resonates because we can learn so much from the past. Especially considering Kaka'ako and the projects there. We should focus on the past.

---

As an island, boat harbors are an important part of O`ahu's landscape. I feel like they should play more of a part in citizen's lives. It should be a public area for all to enjoy. My father lived here when he arrived in Hawai'i in 1961.

---

Family history. My grandpa grew up at John Ena Road in Kālia. Perpetuate the history before the harbor was built. Tell the story of what was. How to incorporate programming/history.

---

Needs an upstream tributaries to clean out and for debris removal.

---

Future needs include a fuel dock. Haul out repair facility. Dock repairs of existing non-floating docks.

---

## Boating

Clean harbors, clean boats, remove j-walkers

---

The unique quality of Ala Wai Small Boat Harbor is the wonderful mix of local rich, poor, middle class tourists, and residents. Over development will kick out locals and residents in favor of an ill-conceived hope for revenue.

---

I'd like to see a mixed use but I think the priority of the Ala Wai should be recreational boaters be they sailors, paddlers, fishermen or whatever.

---

Canoes at one time centered the perches of racing. Today our competitive canoe clubs can't find enough room to house their current sports. We are looking for more room in the area for wa`a.

---

Honor Ala Wai Boat Harbor as a boat harbor with access paddling, surfing, kayaking to boating use. No cover stuff for non-boating development. Fearful of non-boating, no-recreational uses by individuals

---

A harbor with recreation, marine store, dry dock facilities, fuel dock/restaurant, an active harbor where boaters enjoy going out for a cruise.

---

Keeping the canoes close to the harbor is important.

---

The Ala Wai is where I learned to sail, where I learned to fix boats, where I learned so much.

---

Ala Wai is a harbor for the boats. Boats have history as past-present-future. All evolving, but still boats.

---

King David Kalakaua created the yacht clubs and Transpac race to encourage economic ties between us and islands but it is important to teach our keiki about sailing and canoe building and seamanship. It is not just a rich mans sport.

---

Hawaii needs a first class boating marina. Waikiki and surrounding area can help support this. We are an island state and should have proper facilities to support ocean boats.

---

As a paddler, I strongly identify with the history of Hawaiian paddling and the present popularity of the sport at Ala Wai.

---

Boating, surfing, family and friend gathered by the lagoon. Lunch at the fuel dock while doing laundry. I wish the priority was at it should be – use of ceded land for the public benefit and not for private profit at local people's expense.

---

I live on the Ala Wai and I'd like to be able to walk out of my building and paddle out to the surf.

---

## Coral Reef

I would like to see reefs looking like this w/ an abundance of fish and water clarity.

---

Clean water that is safe to enjoy + recreate in. Experience nice biodiversity here. Self sufficiency to feed ourselves here in Hawai'i.

---

Clean water, ocean life, residents, healthy reefs, overall respect for the environment.

---



I love scuba diving and I love the ocean in general. We all should never forget how important and beautiful our coral/reefs as eco-systems are and should do whatever possible to protect them for future generations.

Blue clean and safe waters. Tourist came from everywhere and want to see paradise and marine life. Swimming free. Memories of all fish types. Harbor waters need help! Manapua Trucks comeback! Put boom catchers at mouth of each waterway: Manoa, Makiki, and Palolo!

Ala Wai Boat Harbor should be welcoming to all. Parking should be arranged to accommodate boaters... not all the public.

Would like to see the water this clean again.

I would really love to see the Ala Wai cleaned up.

I use my boat to head out twice a week and explore the beautiful waters off Waikiki. I hope the containment boom gets cleaned out as often as needed and that the prison workers return to clean to keep this clean.

Clean water. The floating plastic pollution problem in the harbor is embarrassing. The amount and variety of items floating near my boat, fish eating plastic is not keeping with the abundance Kālia once offered.

Conservation of our oceanic environment is key to envision a future of tomorrow. The importance of clean water can only be made possible by managing our trash more efficiently via waterways and canals.

Protect and clean the water so we can have more fish again.

## Fishing

Surfing and swimming. Public use of water and access to it. Stewardship of our natural resources for the use of the public.

Move commercial fishing farther out! I free dive and fish – However it seems over fished.

Waikiki was accessible by all to feed their family. Water quality was healthy and the fish were healthy for eating. The land and ocean was a local resource. Not for the capitalistic gain of the few.

There still needs to be access for fisherman on the outer wall.

Fishing along with surfing in this area is the main reason this area became so popular.

Let's improve the water quality so the fish are safe to eat again.

## Hōkūle'a Homecoming

This moment showed how a community can come together to support and celebrate a great vision and accomplishment. Most inspiring moment at the harbor.

Celebration of great event – bringing together people, displaying history and aloha spirit.

I sailed at the welcome with 32 friends. Over the years I trained 2 captains and 6 other Hokule'a crew as members of Free Spirit Sailing Club. This was a day/event that was proud and historical for Hawaii.

Taking my son to see this was a great bonding moment. Showing him how we came to be more in the middle of the ocean. It was a great cultural experience.

Sailing-past, present, and future. A very important aspect of living in Hawaii. Enjoying our beautiful waters.

It watched it from the HYC.

I choose this one because of the blue ocean, blue sky. Cherish our Ala Wai Harbor from the past.

This resonates with my vision because it represents reality. The old and the new. Ala Wai Boat Harbor is in urban metropolis surrounding nature and recreational use of the harbor.

A sign of aloha, share and caring. Perpetuating the Hawaiian waterman through positive water sport opportunities for our keiki. To share the Hawaiian culture with the world to look after. Hawaii is where everyone is home. Our home, our world.

Historical architect likes new images of the past, like Hōkūle'a.

Have another homecoming event at the end of it's trip around the Hawaiian Islands in 2018. Use Ala Wai Harbor for more boating celebration.

### Limu Gathering

Spiky black wave, predominate. What limu?

Limu gathering at Ala Wai is unfortunately a thing of the past. We must clean up the Ala Wai.

I've never seen this to gather and I've visited this area since 1969.

### Lo'i

Return to better management practices. Farming no fishing. No buildings too many concrete buildings.

The good old days! So much new and expensive apartments going up (Ala Moana!). Have we forgotten the old Hawaii? It's right there – reach out and touch it!

Using lo'i as retention basins to restore storm water is important.

The order to maintain the integrity of the Hawaiian culture it would need to: 1) Maintain free parking for locals. Don't allow Hilton to kick us out. 2) Cultivate the parking lot harbor, infrastructures with native Hawaiian plants. 3) Maintain a percentage of slips for Native Hawaiian people. We feel pushed out. When homes are develop, % saved for elderly, Native Hawaiians. A percentage should be set aside for Native Hawaiian which means you have Hawaiian blood. We are navigators, so many people come and make Hawaii their home they have \$. Hawaiians feel kicked out/pushed out. There needs to be a culture of Aloha. This can be done by allowing Native Hawaiians to occupy the Harbor by serving slips for the Hawaiians. Plumbing so when it rains they don't dump toilet water. King Tides.

Let's have kids learn how to grow, harvest, process & eat taro again. Maybe Waikiki elementary students and Iolani, Thomas Jefferson Elementary School, etc.

### Manoa Stream/ Fishponds

Drawing on the Ahupua'a, connect the streams, access from mauka to Makai. The connection to and improvement of the Ala Wai Canal.

Manoa stream and fishponds upstream from the Ala Wai need to be cleaned out and the opala should not be coming downstream to the harbor.

I like the idea of including the cultural history. Cultural practicing like the original days is not possible, but using the history to talk about where we are today. Less development on the harbor will also preserve history.

Restore lo'i fishponds, collect upstream fresh water. Recharge Wai, Clean the Kai. Clean oceans for all of us.

Clean water, abundant fish, well maintained, good plan, a place of life.

Clean, safe, no co-activity.

The great days of living at the sea and surrounded by the mountains. Happiness, sharing, clean water, safety. This is what I want to see come back for all of us to share.

Kālia was known for its clean water & fishponds for taro lo`i – any plan needs to begin with malama 'aina/malama wai.

As an anthropology student at UHWO. I strongly identify with the history of this area.

Make a bikepath, sidewalk form Diamond Head to Waikiki to Ala Wai. Harbor Jetty, water (zodiac) to Magic Island water taxi to Kaka`ako park to water taxi to sand island. Water taxi to path on reef runway. Jetty to water taxi to Ewa Beach. Private water taxi charged a sock or two, maybe a discount or monthly pass runs from sun up to 9pm.

## Surfing

Love diamond head. Lifelong surfer. Always at Ala Moana Bowls everyday. Keep the water clean!

Canoeing. Surfing represents something. The whole family can do, learning the sea, winds and sportsmanship, all ages can participate, vision of kings & prince.

I board surfed and canoe surfed at Kālia. Dreams come true.

Access to the surf spots next to the channel is important.

The surfers at Duke Kahanamoku beach are a big part of experiencing this area. They seem like they have been coming there for many years. People come to watch them. It should stay that way.

Maintenance and preservation of water quality for ocean activities and ocean use. Maybe one-day people could intentionally swim in the water off your boat.

The importance of surfing and paddling cannot be understated the most famous person from the Ala Wai was Duke Kahanamoku.

So fun! So many great memories and photos.

## Waikiki/Kālia

I want to see: clean facility, safe for children, remove derelict vessels, laundry facilities, small store/café, small marine supply store, fuel dock, work facility/haul out, security(no druggies), parking for boat owners, logical harbor regulations

Looks like 1930's when I was born and I would come to Waikiki to meet family.

Keeping area very low-rise!

The new vision to have a place where locals +visitor can enjoy the benefits of the past + future. Pedestrian, walk way, business.

This is where I grew up. Surfing at Tongs, climbing Diamond Head, football, Kapiolani park, picnics, boats at Ala Wai.

Clean water, the entire length of the canal

None of these. Completely different.

Waikiki Yacht Club and Hawaii Yacht Club are key social landmarks at the harbor.

Ala Wai Small Boat Harbor is part of Kālia. Can not see them apart.

Historical architect likes preserving the past.

With change we must manage our connections to the past.

Since the harbor is under governor's order to serve the people as a harbor, I think it should continue to do so since the few harbors exist and the population will grow





## VII. DISCUSSION QUESTION #1: TODAY, ALA WAI SMALL BOAT HARBOR IS...

Discussion Question #1 focused on Ala Wai Small Boat Harbor's current and existing conditions. Participants reflected on their individual experiences and responded to the prompt "Ala Wai Small Boat Harbor is..."

The objective of the discussion question was to give participants an opportunity to share their current experience of Ala Wai Small Boat Harbor and allow them to hear the experiences of other stakeholders. This discussion allowed participants to formulate a more complete view of the Ala Wai Small Boat Harbors existing conditions from a cross-section of stakeholders.

There was overwhelming dismay shared in each group on the current conditions of the Ala Wai Small Boat Harbor. The major issues of concern included safety, management, ecological health, infrastructure and lack of services. There was simultaneously an acknowledgement that Ala Wai Small Boat Harbor is a special place for the community to gather, a gem of Hawai'i, with a unique ocean character. The last sentiment that was emphasized by harbor residents is that Ala Wai Small Boat Harbor is a boat harbor and should be a functional one at that.

**Table 1**

Closing essential boat services. Revenue from the harbor should cover the cost of the harbor restoration. DLNR should know re-envision.

Is a place for water recreation for kids to become familiar with paddling, kayaking, and surfing activities.

Is visually disappointing. There is garbage everywhere and it's no longer scenic.

Maintain low-rise profile as it is.

Is a microcosm of Hawaii. There are the superrich to the homeless. We should plan to accommodate and understand this.

Is not welcoming. The water is stagnant. It doesn't show entry into Waikiki. Is smelly and not visually appealing.

It no longer captures the aloha spirit of Waikiki.

Bring the history back.

Is a recreational asset. A place non-harbor users come to participate. It has free access and parking.

Is a place for good surfing.

Is a community asset for surfers, fisherman, community (fireworks, races). Little money is put in to maintain the infrastructure.

Is full of pollution.

Is a problem for boat maintenance and fueling. Need to go to Keehi Lagoon to fuel or maintain boats.

**Table 2**

Is unsafe and unclean. Has a mix-income.

Has drug use and rubbish from abandoned boats.

There are people living in the restrooms.

Is a melting pot. A great opportunity to do cool stuff like surf, paddle, sail and fish.

Is congested by people for non-recreational purposes. Access is stifled.

There are environmental hazards.

The management is arbitrary.

There is no laundry facilities, cafe, marine store or facility. Needs to be hauled out. It's a shithole.

Is a melting pot.

Is a dilapidated harbor.

Is not safe and the bathrooms are filthy.

Is a place for large community gathering.

Two DOBOR employees clean bathrooms. Money is leaving harbor.

Lots of good ideas and aloha but people can't keep up with costs.

There is a need to privatize.

**Table 3**

Is not very welcoming. There is a closed off feeling. The buildings are uninviting, locked and boarded up.

Since the expansion in 1960 there is no water flow through the harbor.

Use money to make the harbor operational, landscaping, and clean up the bathrooms. Needs better maintenance.

A place for youth sail training. More access and more youth training.

A museum for surfing and polynesian voyaging.

Is an operational boat harbor and needs an operational boat yard.

Lacks places to get food, shopping places for residents not tourists.

Make the focus on cultural flagship.

Commercial boats should never supercede the importance of youth and residential purposes.

Lack of understanding of the boating community for management.

Standards for the harbor and compare to harbors around the world.

Materials that require the least amount of maintenance.

Lack of services for the people who utilize the harbor.

#### Table 4

Is not clean there is water running from the Ala Wai. Needs to benefit harbor tenants.

Is polluted. Harbor is for homeless now.

The road is unkept and needs pavement.

Is one poorly managed public place.

Is a place of tremendous potential.

Before 9/11 street sweepers every Wednesday and now nothing.

Is under-utilized and under maintained. There are rats.

Is a public boat harbor that can be run like a public boat harbor and not like a business and should remain a public boat harbor.

Construction monopolize parking.

Why not a park instead of a parking lot.

Is less commercial should fix pier before vacant lots.

Repair facilities for boat harbors to dock.

#### Table 5

Is a polluted mess and is not well maintained there is lots of opala.

Is not attractive. Is an eye sore. There is runoff and debris.

Is fun, an access point to the ocean.

Gathering place for boats like the Transpac.

Family orientated and fireworks.

Free parking is limited.

Is an area for drug use and is embarrassment for tourists.

Is underdeveloped and could be for commercial use to offset cost.

Promoted by Yacht Club Programs harbor clean up asset, education for kids sailing.

Is state-owned versus private ownership and is affordable.

Is an unenforced area/harbor.

1 year for boats to sail out is too long it should be 90 days.

Is not tsunami safe no infrastructure.

Is full of potholes.



<b>Table 6</b>	Should be a working harbor, is poorly maintained and empty slips and tons of garbage in the water.
	Is frustrating required boat services taken away like the dry dock, fuel dock, store, washer and dryer.
	Is a vital part of the community.
	Is a haven for drug addicts, homeless and alcoholics.
	Laws are not enforced especially on the live-aboards.
	Is mis-perceived and exploited by DLNR.
	Is run like a 3rd world country, is rundown, living in the ocean.
<b>Table 7</b>	Is like a shanty town.
	Is needed for world famous races like the Transpac.
	Is a place for boaters and boats.
	Is a place for youth and intro to sailing, boating and water activities.
	Is a place to live and social hub. Is lacking basic facilities.
	Is an epicenter for recreational boating.
	Is a place in need of maintenance and improvement.
	Is a jewel in the crown in the yacht harbor, a boat is a refuge and a place for friends. Waikiki is the crown and yacht harbor is the jewel.
	Ala Wai by definition is a boat harbor. Not a restaurant, condo or wedding chapel. Stores should be limited to boats in the Hawaiian islands, harbors and moorage.
	Is a shabby front door to Waikiki. Is poorly maintained and administered harbor. Is a cash cow for the boating special fund.
	Is funding the slip fees. Is used to fund other harbors in the state of Hawaii.
	Harbors is not funded by tax money.
	As the largest harbor and largest fees it support all other harbors.
	Fear that the state will build a 350 foot building.
	Maintain access for surfers and fisherman and maintain public shoreline access.
<b>Table 8</b>	Security and safety issues.
	Is still available for regular people to access.
	Is a great community resource.
	Is paid for by the boaters and money doesn't come back to the harbor.
	Needs a fuel dock and discharge facility back.
	Is a community asset.
	Store for ice, picnic tables, laundry and a fuel dock used to host swap meet.

---

Is for surfing.

---

Is a central gathering space.

---

People are taking aquarium fish at night.

---

Is for homeless.

---

**Table 9**

Is polluted with brown water.

---

There is a lack of facilities including fueling maintenance, laundry and place to purchase goods.

---

Is a beautiful place with lots of potential.

---

Is a place for homeless from the mainland and around the world.

---

Is a boat parking lot, the boats are not active anymore.

---

Life is good and content.

---

There is aging infrastructure.

---

Is a sensational place to train and recreate.

---

Is a place for active facilities.

---

There is parking for the public.

---

Is a place for all varieties of demographics.

---

Is not a clean space but generally safe.

---

**Table 10**

There is not enough room.

---

There is a poor user experience that is unsafe, lack of maintenance, lack of security and facilities.

---

Needs to be a fuel dock, sanitary pump and convenience store.

---

The health of the canal is polluted and full of trash.

---

Is ceded lands.

---

There is a desire for transparency.

---

There are management issues.

---

Is a place for the homeless.

---

**Table 11**

There is a lack of water safety and can create dangerous circumstances. Tourists are doing surf lessons with unreliable instructors.

---

There is a lack of education on the preservation of resources.

---

Is a dangerous blight.

---

The Hilton employees and construction workers take up the free public parking.

---

Paid parking is reasonably priced but rarely available.

---

No water protection for locals in the water before and after hours.

---

Is a nice place to watch fireworks and tailgate.

---



---

Is a place for homeless who invade the area and dump bulky items in the trash.

---

Is a place for human waste, it is an issue.

---

Is a place for no life. It is dead.

---

There is still some nature fish, water, beautiful sunsets.

---

Doesn't provide services for the local people who use it, no food, snacks, fueling station.

---

Is a waster commodity with no fuel and dry dock.

---

The docks are dilapidated and the bathrooms are scary.

---

There is too much pollution and trash floating in the harbor.

---

Is pollution that is mauka to makai.

---

There is no harbor police or enforcement.

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## VIII: DISCUSSION #2 – TOMORROW, ALA WAI SMALL BOAT HARBOR SHOULD BE...

The following discussion focused on tomorrow's vision of Ala Wai Small Boat Harbor. Participants reflected on their individual hopes and desires by responding to the prompt "Ala Wai Small Boat Harbor should be..."

The objective of the discussion question was to establish a collective vision from diverse stakeholders for the future of Ala Wai Small Boat Harbor. Each participant had an opportunity to share his or her reflections within a small group.

Comments shared by participants spoke to concerns shared in the previous discussion question. There was a strong desire to return the harbor to a functioning boat harbor with the necessary amenities such as laundry, a convenience store and fuel dock. There were strong expressions around safety, security and overall care of the facilities, including bathrooms and docks. A handful of stakeholders expressed an interest in seeing the history and culture of the area brought back through educational opportunities, design and programming. And lastly, there was a desire to keep Ala Wai Small Boat Harbor local in management and function.

**Table 1**

Should primarily be a harbor focused on the boat facilities. Everything else will take care of itself including maintenance and less pollution.

Commercialization will not benefit the harbor.

Should keep the slip fees low and affordable in consideration for variety of income levels.

Should have fuel, water and ice supplies, a market. Should think about it like a community and provide provisions for the boating communities.

The environment needs to change we need to take care of the water in the harbor.

Should be comfortable and safe.

Needs a bio-retention and storm water mitigation system.

Should be a walkable area to walk around the water.

Site A parking lot is used. Make a lot like Magic Island. It is currently too hot and should be covered.

Smaller harbors are getting funds from Ala Wai.

Should have operators, facilities for boating and visitor community.

Site D needs trees and landscaping and should be a commercial area.

We need to put services back and fix what is there. There are no development needed.

Should have more parking.

Site C needs a fuel dock and sundries store.

There is no need for a wedding chapel and restaurant.

It is not a tourist attraction.

**Table 2**

Should be a place where people are comfortable and enjoyable.

Should be a world-class facility cleaned up and have safe docks to accommodate all the boats.

Should have a minx of the commons, everyone can enjoy. It can also generate income to sustain itself.

A quarter of the marina is not in use because of abandoned boats.

The trash needs to be emptied, all boats need to be occupied, and functioned and clean docks.

Should stay Hawaiian.

Should be priced in the range for local residents.

Needs a boat yard.

Should have documented usage of who is using it.

Should have pedestrian connectivity.

Should have uses related to the boats and water sports.

For locals to use keep it affordable, clean, and nice.

Should have a positive benefit for all.

Should be well maintained.

Should have technology to clean boats.

Safe and equally accessible.

Should have tools and resources needed to maintain boat. Some boats cannot make it out to Keehi.

Should not have high rises.

Should not have a harbor office at Site A and should be at Site C.

**Table 3**

Should have clean and healthy water.

Should have substantial space for canoes.

Should have security, someone should can patrol and let residents know what's going on.

Should have professionalism in management and caring of the facility. Experts who know how to care for harbor.

Should have ongoing maintenance programs.

Should be able to fuel boats in harbor.

Should have places to drink coffee, eat and bring friends to gather.

Management shouldn't have to ask what residents want.

Would be self-sufficient and be able to support 700 plus people.

Should be a world class marina.

Money collected should be put to Ala Wai Harbor first.

There should be a restaurant, boat yard, laundry facility, BBQ gathering places with picnic tables and pavilion.

Should have more effective security.

Should have landscape and structure that reflects location and the tradition of Kālia.

Should have youth programs.

Should have clean waters and infrastructure for a world class harbor.

VHF to be answered 24 hours.

No wedding chapels.

Consideration of youth training and commercial boating. Make it less dangerous for kids.

Whatever's developed be more cultural appropriate.

Should focus on residence and not tourism.

**Table 4**

Should be a world class attraction and recognized as a harbor.

Should be maintained as a recreational boat harbor for public spaces for the people and people in the harbor.

Should be a working space devoted to the residents.

Should be treated in the same manner as a public park.

Should be used for private boat owners.

Should be efficiently owned and operated by the state with no private partnerships.

Should be a world-class ocean recreation by the state and no private partnerships.

Should be upgraded and well maintained for LOCALS.

Should have a fuel dock with a pump out.

Should have a place for ice and beer.

Should be a tourist attraction.

---

Should have a canoe halau.

---

Should have a surf club.

---

Should operate like He'eia pier.

---

Should have a fishing store like west marine.

---

**Table 5**

Should have a fuel and repair service facilities.

---

Should have facilities for humans like restroom and showers.

---

Should look like a paradise.

---

Should have clean water quality so that marine life can flourish.

---

Should be safe.

---

Should be clean of debris.

---

Should be an educational center by incorporating canoe, paddle-boarding and deep-sea fishing.

---

Should be a place for arts and culture.

---

Should be a jewel of O'ahu.

---

Should have ice and water machines all over.

---

Should be inviting with paved roads, fixed docks and harbor.

---

Should be a place where you hold people to a standard.

---

Should have waterfront restaurants that are casual and fun.

---

Should be an educational center.

---

Should honor the Queen's wish for no commercial activities.

---

Should not be a place for the homeless needs to have security and patrol.

---

Should have more dumpsters.

---

Should include more Yacht Club parking stalls.

---

**Table 6**

Should enforce parking and live aboard laws. It would be better if this was done.

---

Should have more for the boaters who utilize the harbor most.

---

Should bring back boat services ie. Washer, dryers, gas station, clean restrooms.

---

Should have a security system.

---

Site A leave it alone.

---

Maximize for boating activities for dry boat storage and museum.

---

Should have clean water and be efficiently maintained and it needs boat services such as a dry dock and fuel dock. For the largest boat harbor in the state it does not have these basic services.

---

Should be welcoming harbor to visiting yachts.

---

Should have that strong community feel again.

---



Ala Wai should be an example of aloha for the ocean and it's residence. The world should be able to look at Ala Wai and say, "this harbor is the cleanest and best managed harbor they've ever seen. How do we get our harbor do the same?"

**Table 7**

Should be better maintained with a fuel dock, boat yard, clean functioning toilet and lock gates on piers.

Should rezone to one-story buildings.

Should be limited to commercial water activity.

Should have facilities for visiting boats to get gas, food and supplies.

Should continue leases for Waikiki, yacht club and Hawaii Yacht club and a space for paddlers to access.

Should completely change how it is managed. Like a condo. Should publish a reserve study 15-20 years in the future. Transparency. Money made in the harbor should stay in the harbor and overage into reserve funds.

DLNR should release a financial plan on how the state will fund all the improvements especially to the residents at the harbor.

Should be properly maintained before new development.

Should have more public area built in for parking lot and needs better signage.

Should be a cohesive unit from Magic Island with better integrated public usage.

Should have a harbor office staffed seven days and week.

Should have parking options reduced to decrease traffic.

Should have a facility to welcome cruising boats including a Q-dock and radio contact.

Should be no high rises.

It should be appreciated for what it is a boat harbor and not a condo, not a church and not a wedding chapel.

**Table 8**

Should have a cafe space with 24/7 security.

Should have a bathroom code that periodically changes.

The revenue generated at harbor should stay at harbor.

Should develop benefit users of harbor.

Should be bike friendly.

Should be kept for current purpose.

Should be visually accessible to the community.

Should have less predatory towing practices and clear signage.

Should keep the character of the harbor.

Development shouldn't create a bigger parking problem.

Should have more parking clearly reserved for boat owners.

There should be a fuel dock.

**Table 9**

Should be maintained at % of slips for Native Hawaiians (50% more Hawaiian blood quantum) with reparations from State funds from ceded lands per Admissions Act section 501(c).

Should have Native Hawaiian plants.

Should have better plumbing.

Should have double and triple deck package with bamboo structures. Allow campers and clean camping.

Should not be privatized – condo style operations.

Should have adequate facilities for active boat users.

Should have local control.

Should have historic character.

Should be for all: locals, all income.

Should preserve the history of the area.

Should be for active boaters.

Should be free of hotel development.

Should be an open space (no buildings).

Should be drug, plastic, sewage free.

Should have more free parking.

Should have reserved stalls for native Hawaiians.

Should have adequate infrastructure.

Should allow for overnight parking.

Should have an observation deck for paid photos (weddings).

Should have a Hawaiian, architectural, structure for variety of programming (watermen, museum, keiki, education, native achievement). Interactive: ways to actively perpetuate Hawaiian culture and generate revenue.

Should be well-maintained cared for.

Should have a non-profit organization that organizes/cares for the harbor. "Friends of Ala Wai Harbor"

Should have Native flora and fauna.

Should have a more well-thought out process (not like HB 'Fiasco').

Should have ocean-safety offices currently at Kapiolani Park (HQ), Natatorium and Ala Moana Park.

**Table 10**

Should have a better trash solution like a netting capture trash before entering (natural fiber netting), better watershed management, and makaloa tall grass to integrate natural elements that are eco-friendly.

---

Should not have homeless and drugs.

---

Should have viewing deck and restaurants to draw crowd to the harbor.

---

Should have boat racing.

---

Should have one managing agency.

---

Should maintain the harbor using Ko'Olina as a model as to what the Ala Wai Small Boat Harbor should be.

---

Ceded lands held in trust for public benefit.

---

Should have medical facility and urgent care.

---

**Table 11**

Should be cleaned up, repaired, made clean, whole, beautiful and enforced for the boating community.

---

Should have more locals and visitors frequenting the area.

---

Should be walkable, well-maintained, family orientated and accessible.

---

Should have education on preserving the reef health with multi-educational signage on reef, fish, surfing, boating, natural resources.

---

Should have more green and native plants.

---

Should have educational signage.

---

Should look like the center piece of Waikiki, the gem, first class. It should be safe, beautiful and active. Needs to be totally remodeled. There should be commercial areas for tourist, locals, and live-a-boards.

---

Should be children's activities like fish ponds and boat rides.

---

Should have clean showers and clean areas to picnic.

---

Should be a place for destinations including food and clubs.

---

Should have open slips for visiting boats.

---

Should have a visitor's center at the Gateway site for locals and visitors.

---

Should focus on caring for resources and importance of healthy resources that are multi-lingal.

---

Should have pedestrian and bike ways. Needs better sidewalks.

---

Should have a fuel dock.

---

Should have slips big enough for Hōkūle'a.

---

Keep it the way it is with no restaurants and no commercial.

---

Improve what is there, locally owned snack shops and small food market.

---

## IX. PARKING LOT ISSUES

The following items were brought up by participants through the course of the meeting. Facilitators added these comments to the "parking lot" of ideas, as they did not relate directly to any activity or discussion topic.

### Comments:

- Use dock fees for maintenance and to enforce safety rules
- Mahalo to state staff who clean + maintain, restrooms not easy: homeless/druggies
- My vision is a boat harbor is a 21st C-facilities including a haul out and fuel facility
- Harbor management causes issues and pollution
- No wedding chapel
- Keep harbor a harbor
- Bring back the dry dock
- Bring back the fuel dock
- Upset with DLNR capitalizing on the harbor trying to maximize revenue
- No parking structure
- No Hotel
- Lacking basic facilities
- Protect and improve/maintain the boat ramp
- Need lights on buoys
- Implement presentable "Standard" for boat appearance and "Pride of ownership" not derelict
- Harbor office needs to be staffed 7 days a week w/ Harbor security especially with all the emphasis on terrorism we are very vulnerable through our Harbors. For example there is no way to contact anyone if a boat is sinking.
- No commercial activity not related to boating including wedding chapels, tall buildings, etc.
- Preserve historic WYC + HYC
- Maintain parking for harbor users at 6 hours
- Letter (Ala Wai Boat Harbor Lease Issues) to Governor David Ige, From Robert J. Finley
- Containment boom good but needs to be maintained
- Expand bicycle friendly on bridge by Site B
- Educating users about chemicals
- Front row needs dredging in boat ships

## X. NEXT STEPS

1. **The next steps in the process include a Public Visioning meeting #2 in Fall of 2017.**
2. **Online feedback will continue to be collected on the website at [envisionalawaismallboatharbor.com](http://envisionalawaismallboatharbor.com).**
3. **RFP for development is estimated to be released in the end of 2017.**





# APPENDIX

- Flier
- Press Release
- Presentation
- Full program
- Sign In Sheet
- Meeting Note Transcriptions

[INSERT LOGO]

**FOR IMMEDIATE RELEASE**

July 3, 2017

**Community Input Welcome at an Envision Workshop for the  
Ala Wai Small Boat Harbor**

Hawaiian strategies studio, DTL (detail), is assisting the Department of Land and Natural Resources' Division of Boating and Ocean Resources to gather the public's vision for Ala Wai Small Boat Harbor.

A public meeting is being held on Monday, July 10, 2017 from 6:00 – 8:00 p.m. at McCoy Pavilion. The purpose is to gather community feedback for the site to inform decision making and future Request for Proposals to develop a Master Plan.

DTL will share a brief presentation on the history of Kālia and the evolution of Ala Wai Small Boat Harbor. The presentation will be followed by a discussion of what Ala Wai Boat Harbor could be "Tomorrow."

To RSVP email [Lehua@dtlhawaii.com](mailto:Lehua@dtlhawaii.com)

**About Ala Wai Harbor**

Ala Wai Harbor is the largest small boat harbor in the State of Hawai'i. Located at the mouth of the Ala Wai Canal, between Waikīkī and Honolulu, Ala Wai Harbor can accommodate vessels up to 85 feet in length and is home to the Hawai'i Yacht Club, Waikiki Yacht and Royal Hawaiian Ocean Racing Club

**Media Contact:**

Kirra Downing  
[kirra@dtlhawaii.com](mailto:kirra@dtlhawaii.com)  
(808) 292-7100

ADD DBOR CONTACT IF DESIRED

# Ala Wai Small Boat Harbor

## Public Visioning Meeting #1

July 10, 2017



## Objective of the Evening

1

Provide an update on DBOR's community engagement pre-planning process

2

Share a brief history of Kālia and Ala Wai Small Boat Harbor

3

Begin the process of developing a shared vision of what Ala Wai Small Boat Harbor should be in the future



## An Update on the Ala Wai Small Boat Harbor Planning Process

- **2014** – The State enters into a lease agreement with Honey Bee Inc. USA to develop two parcels at Ala Wai Small Boat Harbor (*project becomes known as Waikiki Landing*)
- **2016** – Following Honey Bee's filing for bankruptcy and back pay owed to the state and others, the court terminates the State's lease agreement with Honey Bee



## An Update on the Ala Wai Small Boat Harbor Planning Process

- **2017** – The Division of Boating and Ocean Recreation has decided to take a step back before partnering with a new development partner or partners

### Purpose of this step in the process:

To gather the communities vision for Ala Wai Small Boat Harbor to inform future planning and Request for Proposals





## Project Site



## Mo'ō Methodology

**Mo'okū'auhau**



the lineage of  
generations of  
**knowledge**

RESEARCH/  
PLANNING

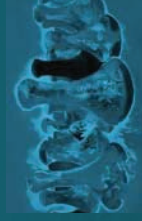
**Mo'olelo**



the lineage of  
generations of  
**tales**

DEVELOP  
STORY

**Mo'oka'i**



the lineage of  
generations of  
**journeys**

CREATE

**Mo'owaiwai**



the lineage of  
generations of  
**valued practices**

EXECUTE



## Mo'ō Methodology

**Mo'okū'auhau**



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STORY

Mo'oka'i



the lineage of  
generations of  
**journays**

CREATE

Mo'owaiwai



the lineage of  
generations of  
**valued practices**

EXECUTE



## Yesterday

### The bountiful lands of Waikī

- Joining of Pele & Kanaloa – porous volcanic stone and once submerged plains allow for the convergence of seawater & freshwater
- Fed by Pi'inaio stream originating from the summits of Kōnāhuanui, Mānoa
- Renowned for its intricate lo'i kalo system & fishponds

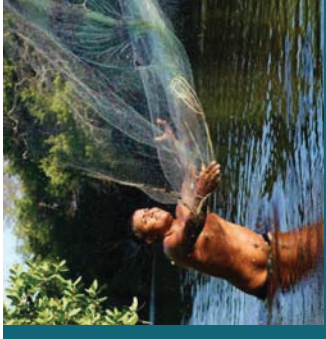


# Mo'okū'auhau

## Yesterday

### The abundant shore of Kālia

- Home to ruling chiefs and Hawaiian royalty for 400 years – Mā'ilikūkahiki, Kalamakua, Lil'uokalani, Pauahi, Emma Kaleleonāiani
- Kālia renowned for its thriving ocean resources fed by wai & kai
- Kānaka from as far as Kalihi would come to Kālia to gather – crab, lobster, he'e, & limu, limu 'ele'ele being the most famous



## Yesterday

### The abundant shore of Kālia

- Ideal for net fishing using the hului
  - "He kai hului kō Kālia" – "A shallow sea for dragnet fishing at Kālia"
- Birth place of Duke Kahanamoku – "Kālia's most famous man"



## Yesterday

### The fishponds of Kālia

- 20 loko wai & loko pu'uone fishponds dominated the marshlands of Kālia
- A unique system of internal mākāhā interconnected the ponds
- Kaihikapu, the largest pond, was established as the "royal icebox" beginning with Mā'ilikūkahiki
- Decline of Hawaiian population results in the conversion of many lo'i kalo and loko i'a to rice paddies



## Today

### The draining of Waikīkī

- 1896 – New Republic legislature grants Board of Health power to deem land unsanitary & require improvements
- 1913 – Territorial Governor Lucius Pinkham reports that Waikīkī is "unsanitary" and "deleterious to public health" and expresses his view to see "valueless agricultural land turned into charming residential districts" to attract "persons and residents of private fortune"
- 1922 – Construction of Ala Wai Canal begins to drain Kālia and surrounding Waikīkī of its fresh water



## Today

### At the mouth of the Canal, a boat harbor

- 1935 – Territorial Government begins construction Ala Wai Boat Harbor
  - Hawai'i Yacht Club (originally founded by King Kalākaua in 1901) and Waikiki Yacht Club (est. 1944) establish headquarters at the mouth of the canal
- 1967 – Ala Wai Harbor is expanded in part due to the global attention on the Transpacific Yacht Race, one of the oldest long-distance sailing contests
  - 1886 - Kalākaua first pitched the idea of the 2,225-nautical mile race to Hawai'i at the San Francisco Pacific Yacht Club



## Today

### At the mouth of the Canal, a boat harbor

- 2008 – \$56 million approved for infrastructure improvements
- 2009 – Honey Bee selected as developer to lease and improve two parcels; 2014 lease to Honey Bee is executed; 2015 Honey Bee files for bankruptcy; 2016 Court terminates lease to Honey Bee

## Today

### Ala Wai Small Boat Harbor

- One of 16 small boat harbors managed by DLNR's Division of Boating and Ocean Recreation
- The largest small boat harbor in the state - 752 berths
  - Home to recreational sailors & boaters, 129 live-a-boards, and commercial tenants
- Back drop to many movies & TV shows

## Today

### Ala Wai Small Boat Harbor

- Neighbors the famous surf spots of Bowls & Rock Piles
- 2017 – Hōkūle'a completes its three-year voyage around the world at Ala Wai Small Boat Harbor, accompanied by 7 other Hawaiian, Tahitian, and Micronesian double-hull sailing canoes

# Tomorrow

Re-Envisioning Ala Wai Small Boat Harbor



# Activity & Discussion



## Ground Rules

1. Everyone participates and contributes
2. Stay on task and topic
3. Be respectful of everyone's time and contributions



## Introduction

### Activity #1

*Share Your Name and Favorite  
Memory of Ala Wai Small Boat Harbor*





## Yesterday

### **Activity #2**

*Select a Historic/Cultural Image of Kālia that  
Resonates with Your Vision of Ala Wai  
Small Boat Harbor*



## Today

### **Discussion #1**

*Ala Wai Small Boat Harbor Is...*



## Tomorrow

### **Discussion #2**

*Ala Wai Small Boat Harbor Should Be...*



### **Next Steps**

- *Public Visioning Meeting #2 (Fall 2017)*
- *Collect online feedback*
- *RFP for Development (estimated End of 2017)*

**[EnvisionAlaWaiSmallBoatHarbor.com](http://EnvisionAlaWaiSmallBoatHarbor.com)**



# MAHALO

dtl





## DTL, LLC

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[808] 593-3048 ph  
[808] 356-0277 fx

[www.dtlhawaii.com](http://www.dtlhawaii.com)

# program+

---

Project	Ala Wai Small Boat Harbor
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Description	Public Meeting #1 Program
-------------	---------------------------

---

Location	McCoy Pavilion
----------	----------------

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Date/Time	July 10, 2017
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## LOGISTICS

### Staffing

- Mālia
  - Presenter
  - Lead Facilitator
- Facilitators (in order of need)
  1. Tracy
  2. Sean
  3. Kirra
  4. Angela
  5. Kanoe
  6. Ito
  7. Robin
  8. Kanani
  9. Jason
  10. Michelle
  11. Lehua
- Photos
  - Kalani
- Sign-In table
  - Michelle & Tracy
- Tech Set-Up & Photos
  - Jason
  - Robin
  - Kalani
- Media
  - Dana
- 3pm Set-Up Crew
  - Lehua



- Michelle
  - Tracy
  - Kanoe
- 4pm Set-Up Crew
  - Kirra
  - Angela
  - Jason
  - Robin
  - Sean
  - Mālia
- 5pm Set-Up Crew
  - Kirra & Ito

### **Supplies**

- Projector (Jason/Robin)
- Extension cords (Jason/Robin)
- Laptop (Jason/Robin)
- Microphone (Jason/Robin)
- Block Rocker (Jason/Robin)
- Cord for music (Jason/Robin)
- Venue agreement (Lehua)
- Easels (8) (Lehua)
- Flip Charts (8) (Lehua)
- Sign-In sheets (Lehua)
- Name Tags (Lehua)
- Ball Point Pens (Lehua)
- Parking lot sheets (Lehua)
- Maps (Robin)
- Favorite memory of Ala Wai Small Boat Harbor cards (Lehua)
- Image cards
- Water (Michelle)
- White Cooler (Jason)
- Ice (Jason)
- Plates & napkins (Michelle)

### **SET-UP**

**3:00pm – 5:00pm**

- Outside Lānai
  - Pizzas
  - Plates
  - Napkins
  - Water





- Sign-In Table
  - Pens
  - Sign-in sheets
  - Name Tags
- Table Set-Up (8 (or 10 if possible) per table; set up 6 to start and will bring out more if needed)
  - 1 Map of parcels
  - Parking lot sheets
  - Basket for cards & pens
  - 10 ball point pens
  - AWSBH Memory Cards
  - Easel
  - Flip chart
  - Sharpies
- Pick-Up Pizzas (Michelle)  
4:30pm
- DBOR Arrives 5:00pm
- Facilitator Prep 5:00pm

## **AGENDA**

**6:00pm – 8:00pm**

- I. Welcome (Dana) (5 min) 6:05 – 6:10
  - Mahalo everyone for coming and participating
  - Recognize any distinguished guests
  - Acknowledge history of prior meetings and general sense of frustration
  - Share tonight's objective to take a step back and start a visioning process before going out to developers
  - Scope of project
  - Introduce Mālia & DTL
- II. Presentation (Mālia) (30 min) 6:10 – 6:40
- III. Introduction - Activity #1 (10 mins) 6:40 – 6:50
  - Facilitators hand out cards to participants
    - My favorite memory of Ala Wai Small Boat Harbor is . . .
    - Participants fill out cards individually (5 mins)



- Go round robin around the table to give each participant opportunity to share favorite memory
- Collect cards at the end & place in basket

#### IV. Yesterday - Activity #2 (15 mins)

6:50 – 7:05

- Prompt: Select a historic/cultural image of Kālia that resonates with your vision for Ala Wai Small Boat harbor
- Facilitators
  - Ask people to write their thoughts on the card and go round robin asking people to share

#### V. Today - Discussion Question #1 (25 mins)

7:05 – 7:30

- Prompt: Ala Wai Small Boat Harbor Is . . .
- Facilitators: Go round robin around the table giving each participant opportunity to share
  - Record on white sheets
  - Prompting questions (if people get stuck):
    - What is your current experience of AWSBH like?
    - What is your perception of AWSBH today?
    - How do you think AWSBH is perceived generally?
  - Note: If people try to derail the conversation and talk about things outside of the prompt –write it on the parking lot sheet. Explain outside the scope of this project, but its valuable feedback and we'll share the feedback with DBOR (Department of Boating and Ocean Recreation)

#### VI. Tomorrow - Discussion Question #2 (25 mins)

7:30 – 7:55

- Prompt: Ala Wai Small Boat Harbor Should Be . . .
- Facilitators: Go round robin around the table giving each participant opportunity to share
  - Record on white sheets
- Prompt questions (if people get stuck):
  - What do you envision?
  - How could AWSBH could be better?
  - What activities/amenities would you want to see at the Harbor?
  - Who would be at the harbor? What could they do there?
- Note: Same regarding parking lot above

#### VII. Next Steps (Mālia)

7:55 – 8:00



#### CLEAN-UP

- Move extra tables to dining room
- Chairs stacked in corner ten to a stack

**8:00pm - Pau**

# Ala Wai Small Boat Harbor Master Plan - Community Visioning Meeting #1, July, 10-2017

Table	First Name	Last Name	Affiliation
11	Randolph	Ahlo	Waikiki Yacht Club
1	Cord	Anderson	
4	Miles	Anderson	WYC
11	Christa	Arrabito	Kalani High School
2	Heidi	Bornhorst	Surfer
3	Tom	Brower	State
9	Jim	Brown	Aualoa
9	James	Callahan	
5	Lee	Champion	Observer
1	Allina	Chen	
3	Jeanine	Chesser	Surfer
7	Michael	Chong	Boater
1	John	Clements	
10	Keoki	Clifton	
11	John	Climaldi	Hawaii Life RE Brothers
1	Chris	Clothien	
4	Douglas	Crum	
11	Dena	Davenport	
6	S	Day	Ala Wai
11	James	DeBrom	
6	Duane	DeSoto	Surfer
10	Tracy	Dixon	UH Student
11	Kim	Falinski	
7	Bob	Finley	WNB
1	Michael	Garsve	
9	Peter	Gaskell	Retired
11	Lesa	Griffith	HOMA
10	Raina	Grigg	La Pietra, HSG
3	Bob	Haaston	Waikiki Beach Act
5	Hideki	Hayashi	Sailing Boat Owner
7	Jan	Hayashi	Boater
1	Mark	Hazlett	
2	Jeanne	Henpey	Tenant
3	Dagmar	Hilsher	
3	Bill	Hilsher	Self
11	RW	Hinman	
5	Anu	Hittle	RCUH



3	David K.	Hoe	Self
10	David	Hoffman	
4	Lyle	Holden	Waikiki Yacht Club
10	Jeffry	Hossellman	
11	John	Jones	Self
7	Pat	Kesling-Wood	Boater
9	Jennifer Your	Ko	Student
2	Dan	Krispin	Tenant
8	Ryan	Lager	Honolulu Fire Dept.
8	Lois J.	Langham	Retired
5	Kathy	Lawson	Boat Owner/Organizzer of AWSBH Op.
4	Jean & Jeff	Lilley	Ala Wai harbor
3	Janet	Ma	
8	Mike	McCanall	
11	Scott	McCoy	
11	Laura	McIntyre	
5	Dennis	McQuoid	Observer
1	Paul	Miles	Slip #764
6	Bill	Milks	Self
7	Bob	Miller	Boater
8	DeWolfe	Miller	UTT
8	Brian	Moore	Retired
3	Gordon	Morris	Slip
4	Dave	Mostioceitz	The Planet
11	Nanny	Mueting	Retired
9	Madeleine	Noa	Robert's Hawaii
3	Cynthia	Nyross	State
9	Gary	O'Donnell	NAUFAC HI
6	Lynn	Oakley	Former Harbor Resident
6	Rebecca	Oarfield	Moe/Po
9	Shelley	Oates-Wildin	WYC
11	Katy	Okuyama	
6	Kate	Oliver	Ala Wai
6	Mac	Oliver	Ala Wai
6	George	Parsons	Boat in Harbor
5	Peter + Marc	Pawliy	Sailing Boat Owner & HYC yacht club n
11	Maria	Phillips	Self
7	Paul	Poehlman	Boat in Ala Wai
2	Mariah	Raffra	Tenant
10	Erik	Rask	
9	Benjamin	Ray	Schindler Elevator

1	Dennis	Reating	
11	Seth	Reiss	
10	Alex	Rennard	
2	Jason	Rose	Tenant
8	Clarence	S.	OYC
5	Richard	Schilla	Power Boat
5	Keliikai	Sing	Agent
10	Robert	Smith	
9	Hardy	Soiehr	Retired
8	Bonni	Sylvester	Boater/Community Member
4	Clay	Tarver	Boat Owner
2	Jeff	Taylor	Tenant
3	Ken	Taylor	D-17 Slip
4	Stan	Thornton	WYC
8	Raytan	Vares	Sen. Galuteria's Off.
8	Valentina	Vepper	Caldwell Banker, Realtor
1	Jeffrey	Vigilla	
4	Kawika	Warren	HYC
2	Naomi	Waszno	WYC
7	Gordon	Wood	Boater
10	Yana	Wood	
10	Lilinoe Daner	Yong	Dept. Education
2	Mate		Slip Keehi 737, Wait List Ala Wai
3	Jaycett		DPR
3	Uwedost		Retired
4	Jeff		
10	Kanea		
11	Crystal		

## Discussion #1 Ala Wai Small Boat Harbor Is... (By Table)

Table 1:

- Boat Harbor
  - Closing essential boat services
  - Revenue from harbor should cover cost of harbor restoration
  - DLNR should no "re-envision"
- A place for water recreation for kids to become familiar w/ paddling, kayaking, surfing activities
- Visually disappointing:
  - Garbage - not scenic
- Maintain low-rise profile as it is
- Microcosm of Hawaii
  - Super rich to homeless
  - plan should accommodate + understand this
- Is not welcoming – stagnant – doesn't show entry to Waikiki (smelly, not visually appealing)
- Is not capturing Aloha spirit, Waikiki
- Bring history back
- Is a recreational asset
  - A place non-harbor users come to participate
  - Has free access and parking
- Is a place for good surfing
- Is a community asset for surfers, fisherman, community (fireworks, races)
  - Little money is put in to maintain infrastructure
- It is the only place in Waikiki w/ remnants of ahupua`a system – water flowing
- Is full of pollution
- Is a problem for boat maintenance + fueling
  - Need to go to Keehi Lagoon to fuel or maintain boats

Table 2:

- Mix-income
- Unsafe
- Unclean
- Enforce Parking
  - Drug use
  - Rubbish from abandoned boat
- TP in restroom
  - People living in restroom
- Melting pot
  - Great opportunity to do cool stuff
  - Surf, Paddle, Sail, Fish
- Access
  - Congested by people, non-recreational purposed
- Env. Hazard non...

- POS
- Arbitrary (Management)
- Equitable
  - Not:
    - Laundry Facilities
    - Cafe, place to gather
    - Marine store facilitiy
    - Haul Out, Shithole
- Large community coming together to do many things
- Advance notice for...
- Dilapidated Harbor
- Commercial permits first row
- Contractor prove they're workers (How) park there > use all free parking
- No safe, clean bathroom
- Two DOBOR employee's clean bathrooms
- \*Money going into harbor leaves
- Lots of good ideas + aloha but people can't keep up with costs
- Olympic level...
- Need to privatize/caution...
- Ala Wai is a ...

Table 3:

- Long wait list
- Not very welcoming, closed off
  - building, etc. uninviting, everything's locked, boarded
- Since expansion in mid 60's no water flow through that harbor
- Use money to make harbor operational, landscaping, and clean up the bathrooms
- Better maintenance
- Youth sail training (more access & more youth training)
- A museum for surfing & Polynesian voyaging
- No place to get food
- Operational Boat Yard
- Shopping facility for residents (not tourist)
- Make focus on cultural flagship
- Commercial boats should never supersede the importance of youth & residential use
- Places to go out & eat
- No flow, unhealthy water – no fish
- Lack of services for the people who utilize the harbor
- Poor maintenance (money not spent on prevented maintenance)
- Materials that require the least amount of maintenance
- Standards for the harbor & compare to harbors around the worlds
- Lack of understanding of the boating community (management)

Table 4:



- Not clean: H<sub>2</sub>O run off from Ala Wai
  - Needs to benefit harbor tenants
- Polluted
- Harbor for homeless
- Unkept road... need pavement
- No accountability for some boat owners
- “One of poorly managed public spaces”
- “Place of tremendous potential”
- Before 9/11, street sweepers every Wed. (other things that stopped\_
- Under-utilized resource
- Under maintained (piers) Rats!
- A public boat harbor that can be run like public boat harbor + not like a business... should remain public B.H.
- Construction monopolize parking
- Why not a park instead of parking lot (pavilion to eat)
- Less commercialization
- Fix pier before vacant lots
- Repair facilities for boat harbors to dock built out of static elec. Material

Table 5:

- Polluted mess
- Not well maintained
- Opala
- Not attractive
  - Runoff/Debris
  - Eye Sore
- Fun
- Access point to the ocean
- Trans-Pac
- Gathering place for boats
- Family-oriented
- Fireworks
- Free parking (limited)
- Area for drug use
- Embarrassment for tourists
- Undeveloped
  - Could be used for commercial use to offset cost
- Education (for kids sailing)
  - Promoted by Yacht Clubs Programs Harbor clean-up asset
- Harbor clean-up asset
- State-owned (vs private ownership)
  - Affordable
- Difficult development process
- Unenforced area/harbor

- Rule not enforced
- 1 year for boats to sail out (should be 90 days)
- Not tsunami safe (no infrastructure)
- Full of potholes

Table 6:

- Should be a working boat harbor
  - poorly managed
  - empty slips
  - Lot of garbage in the water!
  - Frustrating, required boat services taken away
    - (Dry dock, fuel dock, store, washer/dryer...)
  - Vital part of the community
  - Is a haven for drug addicts, homeless, alcoholic
  - Laws are not enforced! Esp. live-aboard
  - Is misperceived and exploited by DLNR
  - Like a 3<sup>rd</sup> world country
  - Is run down
  - Is living on the ocean
  - Is Hawaii
  - Is badly run
- Is for sale to the highest bidder

Table 7:

- Great need to sponsor world famous races, ie. Transpac
- Like a shanty town
- Place for boaters and boats
- Place for youth – intro to sailing/boating/water activities
- Water sports (paddle/sail/surf). Place to live a social hub. Lacking basic facilities
- Epi-center for recreational boating
- A place in need of maintenance and improvement
- Waikiki, it is/should be a jewel in the crown in the yacht harbor; boat is a refuge and a place for friends. Waikiki is the crown. Yacht harbor is the jewel in the crown
- Ala Wai Harbor by definition is a boat harbor. Not a restaurant, condo, or wedding chapel or stores limited for boats in Hawaiian Islands, harbor, moorage
- Harbor is a shabby front door to Waikiki
  - Poorly maintained and administered harbor
  - Cash cow for the boating special fund
- Questions re: boating special fund
  - Funding by slip fees
  - Used to fund other harbors in HI state
  - Harbors not funded by tax money
  - As largest harbor/largest fees it supports all other harbors
- Fear that state will build a 350' building

- Maintain access for surfers/fisherman
- Public shoreline access

Table 8:

- Filter
- Security and safety
  - Bathrooms <- current key card/security inadequate
- Homeless
- Still available to regular people
- Great community resource
- \$ paid by boaters -> comes back to harbor
- Need fuel dock back (Currently more fuel pills)
- Discharge facility
- Community (needs a central gathering space)
- Fuel dock used to host swap meet/store for ice
  - picnic tables, laundry
- Surfing
- People taking aquarium fish at night

Table 9:

- Polluted Water
- Brown Water
- Lack of facilities (fueling, maint., purchase goods (ice), laundry)
- Boat parking lot
  - Less active boats
- Beautiful place w/ lots of potential
- Abused restrooms
- Homeless presence (international, mainland)
- Life is good, content
- Aging infrastructure
- Sensational place (to train, recreate)
- Gen. safe
- Not so clean
- All varieties of demographics
- Parking (over)
- Facilities (active)

Table 10:

- Not enough room
- User experience: unsafe, lack of maintenance + facilities
  - Security
- Fuel Dock, sanitary pump out convenience store
- Trash – healthcare of canal pollution
- Ceded lands

- Transparency
  - Budget/Funds
- Management issues,
  - Various management issues
- Convenience store
  - Homeless

Table 11:

Lack of water safety can create dangerous circumstances

- Tourists doing surf lessons and sometimes unreliable instructors

Lack of education on the preservation of resources

Dangerous – a blight

Hilton employees and construction workers take up free public parking

Paid parking is reasonably priced but rarely available

No water protection for locals in the water before and after hours

Nice place to watch fireworks and tailgate

Homeless sometimes invade the area and dump bulky items in the trash

Human waste is an issue

People can still find some nature – fish, water, beautiful sunsets

Dead – No life

Difficult for boaters – No fueling, no haul out

A place used by local people

Doesn't provide services for the local people who use it – no food, snacks, fueling station

Wasted commodity – no fuel, dry-dock

Docks are dilapidated

Bathrooms are scary

Too much pollution/trash floating in the harbor

- Everyone contributes to the problem

Pollution is a mauka to Makai problem

No harbor police or enforcement



## Discussion #2: Ala Wai Small Boat Harbor Should Be... (By Table)

Table 1:

- Primarily a HARBOR
  - Focused on boat facilities
  - Everything else takes care of itself
    - Maintenance
    - Less Pollution
- Commercialization WON'T benefit the harbor
- Slip fees need to stay low
  - Needs to stay affordable
  - Consideration for variety of income-levels
- Needs: fuel, water + ice supplies, market –place think about it as communities and provide provisions for boating community
- Needs technology/service “stations”
- Environment needs to change, harbor water
- Need to fix the source (water)
- Needs comfortable + safe area
- Bio-retention, storm water mitigation
- Walkable area, walk around the water
- Site A parking lot is used
  - Make lot like Magic Island lot, covered, currently too hot
- Smaller harbors are getting funds from Ala Wai
- Needs: operator, facilities for boating + visitor boating community
- Site D needs trees \_ landscaping, commercial area
- Put services back + fix what is there
  - No other development needed
- Still needs parking
- Site C: fuel dock, sundries store
- No wedding chapel, restaurant, no more tourist attraction
- (Website Royal Hawn Ocean Racing)

Table 2:

- Place: people are comfortable and enjoyable
- World-class facility cleaned up, safe docs accommodated all boats
- Mix of the commons, everyone can enjoy, but generated income, sustain itself
- ¼ of marine not in use because of abandoned boats.
- Trash is emptied
- All boats occupied
- Functioning docks
- Clean docks
- Stays Hawaiian
- Not priced at + range for local residents
- Boat yard...
- Usage is documented of who is using it
- Pedestrian connectivity

- Relates back to the boats + water sports
- Rules are enforced and fair for all users
- For locals to use
- Affordable
- Clean, nice
- Positive benefit for all
- Well maintained
- Technology to clean boats
- Opp...
- Safe, equally accessible
- Tools + resources needed to maintain boat
- Some boats can't make it out to Kihei
- No harbor office at site A, should be at site C
- No high rise

Table 3:

- Water clean & healthy
- Substantial space for canoes
- Security – someone who can patrol & let residents know what's going on
- Professionalism (management, caring of the facility)
  - People who know the profession of harbor caring
- Ongoing maintenance program
- Be able to fuel boats in harbor
- Place to drink a coffee, eat, bring a friend
- Management shouldn't have to ask what residents want
- Self-sufficient, be able to support 700+ people
- World class marina
- Money given was put to Ala Wai harbor 1<sup>st</sup>
- Restaurant, boat yard, laundry facility, BBQ gathering places w/picnic tables, pavilion
- Security that does its job
- Landscape/structure that reflects location (representative of traditional Kalia).
- Youth Program
- Clean water up
- Have all infrastructure a world class harbor has
- VHF – be answered 24 hours
- Fuel
- No wedding chapels
- Consideration of youth training and commercial boating. Make it less dangerous for kids
- Whatever's developed be more cultural appropriate
- Focus on residence, not tourism

Table 4:

- World-class attraction/recognized harbor

- Maintained recreational boat harbor for public sites should be maintained for the people + people in harbor
- Rec. boat harbor w/ commercial space
- Working-space devoted to residents
- Treated in same manner as public park
- For the private boat owners
- Efficiently owned + operated by the state + no private partnerships
- World-class ocean recreation center that is accessible to people of broad economic means
- Upgraded + then well maintained LOCAL
- Need fuel dock w/ pump out
- Need ice + beer
- Nicer store
- A tourist attraction
- Canoe Halau
- Surf Club
- West Marine Outlet
- Fishing Store
- Like He'eia Pier

Table 5:

- Fuel, repair service facilities
- Human facilities –restrooms/showers
- Look like paradise
- Clean water quality so marine-life can flourish
- Safe
- Free of debris
- Educational center by incorporating canoe, paddle-boarding, deep sea fishing
- Arts + Culture
- Jewel of Oahu
- Ice + H<sub>2</sub>O machines all over
- Inviting -> pave roads, fix docks, fix harbor
- A place where you hold people to a standard
- Water front restaurants -> casual/fun
- Educational center
- Honor Queen's wish for no commercial activities
- Have a trash boat
- Not be a place for homeless
- Have security/patrol
- More dumpsters
- Include more Yacht Club parking stalls

Table 6:

- Enforce the laws:

- (eg. Enforce parking laws, live-aboard) laws are just a few examples. It would be much better if this were done.
- More for the boater (the boater are the people who utilize the harbor the most
- Should bring back boat services (ex. Washer, dryers, store, gas station, clean restrooms...)
- Should have a security system
- Site A leave alone
- Maximize for boating activities
  - (ex. Dry boat storage), museum
- Clean, clean water, efficiently maintained & it needs boat services such as it needs a dry dock, a fuel dock. For the largest boat harbor in the state it does not have these basic services it's a joke, we're a joke
- It's an unwelcoming harbor to visiting yachts
- Should have that strong community feel again
- Ala Wai should be an example of "aloha" for the ocean & it's residence. The world should be able to look at the Ala Wai and say, "that this harbor is the cleanest & best managed harbor they've ever seen. How do we get our harbor do the same?"

Table 7:

- Better maintained
  - Fuel dock
  - Boat yard
  - Clean functioning toilet
  - Lock gates on piers
- Better maintained
  - Fuel dock
  - 24-hour security
  - DLNR harbor protection
  - Boat yard
  - Pump out
- Rezone to 1-story building
- Limited commercial water activity
- Facilities for visiting boats to get gas/food/supplies
- Continued leases for Waikiki, yacht club and Hawaii Yacht club
  - Space for paddlers access
- DLNR to public financial plan and how state will fund all the improvement, esp.to the residents at the harbor
- Complete change in how it is managed, ex. Like a condo
  - published reserve study 15-20 yr. future
  - Transparency
  - Money made by harbor stays in harbor and overage funds reserve Fund
- Properly maintained first before new development
- Public area built-in
  - In hospital parking lot
  - Bad signage



- Cohesive unit from Magic Island -> HHV
  - Better integrated public usage
- Harbor office staffing 7 days/week
- Traffic should not be increased, or parking options reduced
- Add facility to welcome cruising boats
  - Q-dock
  - radio contact
- Not a high rise
- Appreciated for what it is, a boat harbor
  - Not a condo
  - Not a church or wedding chapel

Table 8:

- Café space – 24/7 security
- Periodically changing bathroom code
- Revenue generated at harbor return to harbor
- Development benefit users of harbor
- Bike friendly
- Kept for current purpose
- Visually accessible to the community
- Less predatory towing practices
  - Clear signage
- Keep character of harbor
- Development shouldn't create a bigger parking problem
- More parking clearly reserved for boat owners
- Fuel dock

Table 9:

- Should be... maintain a % of slips
  - Specifically for Native Hawaiians
  - (50% or more Hawaiian Blood Quantum) with reparations from State Funds from ceded lands per admissions Act Section 501(c).
- Native Hawaiian Plants
- Plumbing
- DBL deck pkg/Triple deck pkg Bamboo structure
  - Allow "campers". 'Clean' "camping".
- Should not be privatized (condo-style operations)
- Should have adequate facilities for active boat users
- Should have local control
- Should have historic character
- Should be for all: locals, all income
- Should preserve the history of the area
- Should be for active boaters
- Should be free of hotel Dev.

- Should be an open space (no buildings)
- Should be drug, plastic, sewage free
- Should have more free parking
- Should have reserved stalls for native Hawaiians
- Should have adequate infrastructure
- Should allow for overnight parking
- Should have an observation deck for paid photos (weddings)
- Should have a Hawaiian, architectural, structure for variety of programming (watermen, museum, keiki, education, native achievement). Interactive: ways to actively perpetuate Hawaiian culture and generate revenue.
  - Have student boarding facilities
- Should be well-maintained cared for.
- Should have a non-profit organization that organizes/cares for the harbor. "Friends of Ala Wai Harbor"
- Should have Native flora and fauna
- Should have a more well-thought out process (not like HB 'Fiasco')
- Should have ocean-safety offices
  - Currently at Kapiolani Park (HQ)
  - Natatorium
  - Ala Moana Park

Table 10:

- Trash: netting to capture trash before entering (natural fiber betting)
  - Better watershed management
  - Makaloa: tall grass (natural filter)
    - (integrate natural elements), eco-friendly
- Drug/Homeless
- Viewing deck/restaurants: draw crowd to harbor
- Boat racing
- One managing agency
- Maintain harbor
  - Use Ko`olina as a model as to what the AWSBH should be
- Ceded lands for held in trust for public benefit
- Boats slip feed (where they go)
- Shall medical facility (urgent care)

Table 11:

Cleaned up, repaired, made clean, whole, beautiful  
 Enforcement for boating community  
 See more locals and visitors frequenting the area  
 Walkable, well-maintained, family oriented, accessible  
 Education on preserving reef health  
 More educational signage (multi-lingual) on reef, fish, surfing, boating, natural resources

More green

- Native plants

Educational signage

Should look like the center piece of Waikīkī

- The gem

- First class

- Safe, beautiful, but active too (i.e. sailing, water sports)

- Totally remodeled

- Commercial area – tourists, locals, live-a-boards

Children's activities – fish ponds for kids to fish, kids boat rides

Clean showers, clean areas to picnic

- Might be private

A place that has destinations

- Food, clubs

Open slips for visiting boats

Clean

Visitors center (at the Gateway site) for locals and visitors

- Focus on caring for resources and importance of healthy resources

- Multi-lingual

Walk way (wide sidewalks)

- Pedestrian and bikes separate

Fuel dock

Haul Out – big enough for Hōkūle'a

Keep it the way it is

- No restaurants, no commercial

Improve what is there

- Locally-owned snack shop (smoothies, sandwiches, plate lunches)

- Small food market (bait, tackle, ice)

Fueling dock

### **Boat Harbor History:**

1. -Boat Harbor History: Would like to see the Ala Wai returned to Primary a well maintained pleasure boat harbor serving the local population and two yacht clubs, with the only commercial activity being the serving of boat owners.
2. -Boat Harbor History: The history of a boat harbor that sheltered and supported the local and visiting boats and the community of people drawn to the waters of Kalia
3. -Boat Harbor History: Planning, investment, vision/engineering, taxes used for infrastructure, community asset from nothing
4. -Boat Harbor History: Profile of Diamond Head from Waikiki Beach, The Hawaiian Hotel are favorite memories.
5. -Boat Harbor History: I have lived on my boat in the Ala Wai Harbor, worked on my boat there in dry dock (a necessity for the largest small boat harbor in the state), fueled up at the essential fuel dock, and set sail on my circumnavigation from the Texaco dock. This is a working boat harbor. Dry dock, a chandlery, fuel dock, a sundry store, washers + dryers + showers are a necessity. Add restaurants, doll it up, but restore boat services.
6. -Boat Harbor History: The history of the harbor resonates because we can learn so much from the past. Especially considering Kaka'ako and the projects there. We should focus on the past.
7. -Boat Harbor History: As an island, boat harbors are an important part of O'ahu's landscape. I feel like they should play more of a part in citizen's lives. It should be a public area for all to enjoy. My father lived here when he arrived in Hawai'i in 1961.
8. -Boat Harbor History: Family history -> grandpa grew up at John Ena Road in Kalia. Perpetuate the history before the harbor was built. Tell the story of what was. How to incorporate programming/history
9. -Boat Harbor History: Needs: upstream tributaries clean out + debris removal
10. -Boat Harbor History: Future Needs: Fuel dock. Haul out repair facility. Dock repairs of existing non-floating docks.

### **Boating**

1. -Boating: Clean Harbors, Clean Boats, Remove J-Walkers
2. -Boating: The unique quality of ASBH is the wonderful mix of local rich, poor, middle class tourists, and residents. Over development will kick out locals and residents in favor of an ill-conceived hope for revenue.
3. -Boating: I'd like to see a mixed use but I think the priority of the Ala Wai should be recreational boaters be they sailors, paddlers, fishermen or whatever
4. -Boating: Canoes at one time centered the perches of racing. Today our competitive canoe clubs can't find enough room to house their current sports. We are looking for more room in the area for wa'a.
5. -Boating: Honor Ala Wai Boat Harbor as a boat harbor with access paddling, surfing, kayaking to boating use. No cover stuff for non-boating development. Fearful of non-boating, no-recreational uses by individuals
6. -Boating: A harbor with recreation, marine store, dry dock facilities, fuel dock/restaurant, an active harbor where boaters enjoy going out for a cruise.
7. -Boating: Keeping the canoes close to the harbor is important.



8. -Boating: The Ala Wai is where I learned to sail, where I learned to fix boats, where I learned so much...
9. -Boating: Ala Wai is a harbor for the boats. Boats have history as past-present-future. All evolving, but still boats.
10. -Boating: King David Kalakaua created the yacht clubs and Transpac race to encourage economic ties between us and islands but it is important to teach our keiki about sailing and canoe building and seamanship. It is not just a rich mans sport.
11. -Boating: Hawaii needs a first class boating marina. Waikiki and surrounding area can help support this. We are an island state and should have proper facilities to support ocean boats.
12. -Boating: As a paddler, I strongly identify with the history of Hawaiian paddling and the present popularity of the sport at Ala Wai.
13. -Boating: Boating, surfing, family + friend gathered by the lagoon. Lunch at the fuel dock while doing laundry. I wish the priority was at it should be – use of ceded land for the public benefit \_ not for private profit at local people's expense.
14. -Boating: I live on the Ala Wai and I'd like to be able to walk out of my building and paddle out to the surf

### **Coral Reef**

1. -Coral Reef: I would like to see reefs looking like this w/ an abundance of fish and water clarity
2. -Coral Reef: Clean water that is safe to enjoy + recreate in. Experience nice biodiversity here. Self sufficiency to feed ourselves here in HI.
3. -Coral Reef: Clean water, fav ocean life + residents, healthy reefs, overall respect for the environment
4. -Coral Reef: I love scuba diving and I love the ocean in general. We all should never forget how important and beautiful our coral/reefs as eco-systems are and should do whatever possible to protect them for future generations.
5. -Coral Reef: Blue clean and safe waters. Tourist came from everywhere and want to see paradise and marine life. Swimming Free. Memories of all fish types. Harbor waters need Help! Manapua Trucks comeback! Put boom catchers at mouth of each waterway: Manoa, Makiki, and Palolo!
6. -Coral Reef: Ala Wai Boat Harbor should be welcoming to all. Parking should be arranged to accommodate boaters... not all the public
7. -Coral Reef: Would like to see the water this clean again
8. -Coral Reef: I would really love to see the Ala Wai cleaned up
9. -Coral Reef: I use my boat to head out twice a week and explore the beautiful waters off Waikiki. I hope the containment boom gets cleaned out as often as needed and that the prison workers return to clean to keep this clean.
10. -Coral Reef: Clean water. The floating plastic pollution problem in the harbor is embarrassing. The amount and variety of items floating near my boat, fish eating plastic is not keeping with the abundance Kalia once offered.

11. -Coral Reef: conservation of our oceanic environment is key to envision a future of tomorrow. The importance of clean water can only be made possible by managing our trash more efficiently via waterways and canals.
12. -Coral Reef: Protect and clean the water so we can have more fish again

### **Fishing**

1. -Fishing: Surfing, Swimming. Public Use of water+ Access To it, Stewardship of our natural resources for the use of the public
2. -Fishing: Move commercial fishing farther out! I free dive and fish – However it seems over fished.
3. -Fishing: Waikiki was accessible by all to feed their family. Water quality was healthy and the fish were healthy for eating. The land and ocean was a local resource. Not for the capitalistic gain of the few.
4. -Fishing: There still needs to be access for fisherman on the outer wall.
5. -Fishing: Fishing along with surfing in this area is the main reason this area became so popular
6. -Fishing: Let's improve the water quality so the fish are safe to eat again

### **Hokule`a Homecoming**

1. -Hokule`a Homecoming: #1 Memory harbors are for boats to return home to
2. -Hokule`a Homecoming: This moment showed how a community can come together to support and celebrate a great vision and accomplishment. Most inspiring moment at the harbor.
3. -Hokule`a Homecoming: Celebration of great event – bringing together people + displaying history + aloha spirit
4. -Hokule`a Homecoming: I sailed at the welcome with 32 friends. Over the years I trained 2 captains and 6 other Hokule`a crew as members of Free Spirit Sailing Club. This was a day/event that was proud and historical for Hawaii
5. -Hokule`a Homecoming: Taking my son to see this was a great bonding moment. Showing him how we came to be more in the middle of the ocean. It was a great cultural experience.
6. -Hokule`a Homecoming: Sailing-past, present, and future. A very important aspect of living in Hawaii. Enjoying our beautiful waters.
7. -Hokule`a Homecoming: It watched it from the HYC.
8. -Hokule`a Homecoming: I choose this one because of the blue ocean, blue sky... Cherish our Ala Wai Harbor from the past. Why the future is always Hawaii Ala Wai Harbor.
9. -Hokule`a Homecoming: This resonates with my vision because it represents reality. The old and the new. Ala Wait boat harbor is in urban metropolis surrounding nature and recreational use of the harbor.
10. -Hokule`a Homecoming: A sign of aloha, share and caring. Perpetuating the Hawaiian waterman through positive watersport opportunities for our keiki. To share the Hawaiian culture with the world to look after. Hawaii – is where everyone is home. Our home, our world.
11. -Hokule`a Homecoming: Historical architect lines new images of the past, like Ho`kulea.

12. -Hokule`a Homecoming: Have another homecoming event at the end of it's trip around the Hawaiian Islands in 2018. Use Ala Wai Harbor for more boating celebration.

### **Limu Gathering**

1. -Limu Gathering: Spiky black wave, predominate. What limu?
2. -Limu Gathering: Limu gathering at Ala Wai is unfortunately a thing of the past. We must clean up the Ala Wai.
3. -Limu Gathering: I've never seen this to gather and I've visited this area since 1969

### **Lo`i**

1. -Lo`i: Return to better management practices
2. -Lo`i: Farming to fishing to no fishing. No buildings to many concrete buildings
3. -Lo`i: The good old day! So much new (Expensive!) Apts going up (Ala Moana!). Have we forgotten the old Hawaii? It's right there – reach out and touch it!
4. -Lo`i: Using lo`i as retention basins to restore storm water is important.
5. -Lo`i: The order to maintain the integrity of the Hawaiian culture it would need to: 1) Maintain free parking for locals. Don't allow Hilton to kick us out. 2) Cultivate the parking lot harbor, infrastructures with native Hawaiian plants. 3) Maintain a percentage of slips for Native Hawaiian people. We feel pushed out. When homes are develop, % saved for elderly, Native Hawaiians. A percentage should be set aside for Native Hawaiian which means you have Hawaiian blood. We are navigators, so many people come and make Hawaii their home they have \$. Hawaiians feel kicked out/pushed out. There needs to be a culture of Aloha. This can be done by allowing Native Hawaiians to occupy the Harbor by serving slips for the Hawaiians. Plumbing so when it rains they don't dump toilet water. King Tides.
6. -Lo`i: Let's have kids learn how to grow, harvest, process & eat taro again. Maybe Waikiki elementary students and Iolani, Thomas Jefferson Elementary School, etc.

### **Manoa Stream/Fishponds**

1. -Manoa Stream/Fishponds: Drawing on the Ahupua`a, connect the streams, access from mauka to Makai. The connection to and improvement of the Ala Wai Canal
2. -Manoa Stream/Fishponds: Manoa stream and fishponds upstream from the Ala Wai need to be cleaned out and the opala should not be coming downstream to the harbor
3. -Manoa Stream/Fishponds: I like the idea of including the cultural history. Cultural practicing like the original days is not possible, but using the history to talk about where we are today. Less development on the harbor will also preserve history.
4. -Manoa Stream/Fishponds: Restore lo`i fishponds, collect upstream fresh water. Recharge Wai, Clean the Kai. Clean oceans for all of us.
5. -Manoa Stream/Fishponds: Clean water, abundant fish, well maintained, good plan, a place of life
6. -Manoa Stream/Fishponds: Clean, safe, no co activity
7. -Manoa Stream/Fishponds: The great days of living at the sea and surrounded by the mountains. Happiness, sharing, clean water, safety. This is what I want to see come back for all of us to share.

8. -Manoa Stream/Fishponds: Kalia was known for its clean water & fishponds for taro lo'i – any plan needs to begin with malama `aina/ malama wai.
9. -Manoa Stream/Fishponds: As an anthropology student at UHWO. I strongly identify with the history of this area.
10. -Manoa Stream/Fishponds: Make a bikepath, sidewalk from Diamond Head to Waikiki to Ala Wai. Harbor Jetty -> Water (zodiac) to Magic Island water taxi to Kaka`ako park to water taxi to sand island. Water taxi to path on reef runway. Jetty to water taxi to Ewa Beach. Private water taxi charged a sock or two, maybe a discount or monthly pass runs from sun up to 9pm.

### **Surfing**

1. -Surfing: Love diamond head. Lifelong surfer. Always at Ala Moana Bowls everyday. Keep the water clean!
2. -Surfing: Canoeing. Surfing represents something: The whole family can do, learning the sea, winds and sportsmanship, all ages can participate, vision of kings & prince
3. -Surfing: I board surfed and canoe surfed at Kalia. Dreams come true
4. -Surfing: Access to the surf spots next to the channel is important.
5. -Surfing: The surfers at Duke Kahanamoku beach are a big part of experiencing this area. They seem like they have been coming there for many years. People come to watch them. It should stay that way.
6. -Surfing/Waterways: Maintenance and preservation of water quality for ocean activities and -ocean use. Maybe one-day people could intentionally swim in the water off your boat.
7. -Surfing: The importance of surfing and paddling cannot be understated the most famous person from the Ala Wai was Duke Kahanamoku.
8. -Surfing: So fun! So many great memories and photos

### **Waikiki/Kalia**

1. -Waikiki, Kalia: I want to see: clean facility, safe for children, remove derelict vessels, laundry facilities, small store/café, small marine supply store, fuel dock, work facility/haul out, security(no druggies), parking for boat owners, logical harbor regulations
2. -Waikiki, Kalia: Looks like 1930's when I was born and I would come to Waikiki to meet family.
3. -Waikiki, Kalia: Keeping area very low-rise!
4. -Waikiki, Kalia: The new vision to have a place where locals +visitor can enjoy the benefits of the past + future. Pedestrian, walk way, business.
5. -Waikiki, Kalia: This is where I grew up. Surfing at Tonggs, climbing Diamond Head, football, Kapiolani park, picnics, boats at Ala Wai.
6. -Waikiki, Kalia: Clean water, the entire length of the canal
7. -Waikiki, Kalia: None of these. Completely different
8. -Waikiki, Kalia: Waikiki Yacht Club and Hawaii Yacht Club are key social landmarks at the harbor



9. -Waikiki, Kalia: Ala Wai Small Boat Harbor is part of Kalia. Can not see them apart.
10. -Waikiki, Kalia: Historical architect likes preserving the past
11. -Waikiki, Kalia: With change we must manage our connections to the past
12. -Waikiki, Kalia: Since the harbor is under governor's order to serve the people as a harbor, I think it should continue to do so since the few harbors exist and the population will grow
13. -Waikiki, Kalia: It's a pity that they didn't continue building the Ala Wai canal through to the ocean or the Diamond Head.

## Memory Card

Table 1:

- Brunch on Sunday @ WYC. Early afternoon sail. Anchor off Waikiki & Swimming. 40 yrs of Access to the water for sailing, fishing, & swimming
- 1980's Beach/Harbor was clean. Free of vagabond & homeless camps
- Friday night sailing + fireworks – every Friday!
- Memories of past transpires. In 2003 & 2005, doing the escort boat, we said that we would only go out during the day but go so involved, we were going 24/7 for nearly a week before getting time off to sleep. Similarly, for hosting boats, we would key on partying, assisting other committees.
- First time sailing into the harbor on our own boat with canoes, local fisherman, and surfers on the same wave
- Moved to Hawaii in 1973 and almost immediately became involved in the the Biennial Transpac Race from Long Beech to HNL. Favorite memories for 1970's -1990's was the Transpac arrival parties, lei stands, snack shop on the Piers, etc. Currently, I still enjoy boating out of WYC, the camaraderie of members and visiting guests
- Joining Ikaika Waikiki Yacht Club to Kayak paddle, and business clients love to sail & dine at the club
- No High Rises

Table 2:

- In 1974 my young son and I had the best boat in the harbor – lifelong surfers at Ala Moana Bowls. There were no no crackheads or homeless= water was clean and clear!
- Envisioning future opportunities to clean it up and make first cross
- Watching sunset over Magic Island in the even, while enjoying a sundowner. Safety to get around harbor. No gaping holes in the sidewalk.
- Having area developed at W. Prince + Ala Moana rather than current unsafe, polluted area
- Getting rid of unsafe Heliport. Safely surfing there. Free parking for taxpayer/ocean users. Swimming, local family parties. Monk Seal on Beach. Sailing w/ U.H. Sailing Team. Surfing Early. Safe Free Parking. Clean Lua. Shared Use.
- Is watching the S/S minnow leave for her 3-hour tour. Make it a boater's community again. Clean up the docks and get professional capable management – make it a real marina (Not the current shit hole it is).
- Sunsets on the ocean. Return the fuel dock. Boat service returned back to Site "B"
- People coming together as a community to help each other maintain their boats at the old boat yard & marine ways
- Arriving at dawn after sailing against the wind for 40 days to get from Fiji to Hawaii. My issues are primarily safety, cleaning up trash, repairing and filling the damaged slips and maintaining public access.

Table 3:

- My favorite memory is being notified of a slip availability in the harbor for my boat. Circa. 1990
- I've had many happy time as the Ala Wai. My favorite memory of Ala Wai Boat Harbor is still to come.

- Opening day of boating season a couple years ago. I'm not a boater so I didn't know what a big deal it was. A friend is a huge boater.
- Sailing with Tad on Volare – 1980's
- Was the first place that I lived when we moved to HI
- With the Limu came the biggest Manini I've ever seen. The ocean and the water from Manoa was so clean that you ate them raw.
- When we first moved to Oahu, our condo looked out to the the Ala Wai Boat Harbor and our days started and ended with this beautiful view.
- In 1948 sailing 110's out of the Waiheke Yacht Club which had just opened up to allow boats to leave the harbor following WWII.
- Sailed since 78' in + out of Ala Wai. FS 92-2002. Free Spirit Sailing/Adventures

Table 4:

- Sailing in and out on our sail boat. My husbands Transpac Boat!
- Having a haul out and repair yard, having a laundry, having other necessary boat services, lost ten years ago.
- Surfing Bowls in the '60's (1960's)
- Sailing on the "Night Moves", a 1969 Colombia 26 – No engine – No frills we sailed on and off the dock every time
- 1969 – Viewing the boats in the harbor & going to the lagoon at the Hilton with my children
- Enjoying the beach, snorkeling & surfing with family and friends over the last 40 years. First son born at Kaiser Hospital
- Kaiser Hospital – Where my aunt worked – Whale wall – By Wyland

Table 5:

- Born in Kaisers 62. Manapua trucks and Tahitian Lanai/Kalia Beach. Organizer – Ala Wai Harbor Opala Pickers each week. G facebook group
- Family picnics on Magic Island and sunsets
- Land fall! After sailing from the mainland. Surfing outside the harbor. Sailing and boat life on the boat
- Sitting in the parking lot talking to Buttons. Canoe surfing at Kaisers.
- Sunset BBQ's + fishing on the seven hundred row sidewalk.
- Friday night sailboat racing from Hawaii Yacht Club. Fourth of July fireworks particularly the one where a barge lit fireworks off Waikiki.
- Transpac sail boats
- Catching waves at Rockpiles & Bowls

Table 6:

- I picture an Ala Wai without drug deals + alcohol abuse and homeless living on other people's boats
- Swimming in clean water from the Ala Wai Canal, circ. late 60's. Making out in cars in the parking lots
- Lynu – My favorite memory is setting sail from the Texaco dock, May 1981, to being my circumnavigation. Also, grew up at Waiki Yacht Club in the 50's.

- Getting our boat into the harbor for the first time after years out at Keehi Lagoon at anchor. Being able to dry dock our boat at a site near our slip. The first + last time I saw authorities try to enforce live-aboard laws.
  - When it use to be for recreational boats only. No commercial vessels creating noise + pollution 26 years ago –
  - Duane SeSoto. Surfing at bowls since I was 13. Many sessions fun surfing as well as many sessions in surf contest. The most memorable moment was when I participated in the return of Hokule`a. 7 canoes of a 29 canoe ohana that voyages around the Pacific + the world. Makes me wish I was alive during arrival in 1976.
  - The endless sunsets, shared with family + friends.
- Brian Moore: Buying my first boat and moving onto it in 1995: Second memory is finally getting my original ship after 9 years of waiting for a new boat to be built!
- 40 years ago I noticed what a great harbor Ala Wai is and how much better it would be in the future. Sadly, it is now run down with no fuel dock or dry dock –

#### Table 7:

- After 5 years' harbor folks supported final plan Honey Bee
- Visited on Fourth of July this year to watch the fireworks
- Arrival of the transpac boats in the 1970's
- Finishing the Makai Pier to Ala Wai Race. Eluded me for 2 years!
- The Fuel Dock. Bring it back. Haul out.
- Getting to the top of the waiting list for a slip after a wait of only 5+ years
- Having a fuel dock and a boat yard!
- As a kid, touring the harbor and dreaming
- Seeing the transpac boats come in every two years & hoping there are repaired docks for the boats to come back to
- Doing laundry at the fuel dock
- Having a fuel dock and a boat yard
- Sailing with friends who were birthed there
- Also it is part of my family lore – my father lived on a boat there when he first arrived in Honolulu in 1961
- Hanging out, and racing, w/ my friends at NYC

#### Table 8:

- Hanging out at the old fuel dock when it was open. My friend had a boat close by and we would sail on that boat on Fridays and weekends and use the fuel dock a lot.
- Working with my friends on the weekends.
- I moved here over 3 years ago and enjoyed seeing the variety of reef fish – many different fish. Not so many in the last year or so – dirty water, smart fish!
- Seeing sunset and the sailboats coming in as the sun went down.
- Favorite memory, beautiful walking in the harbor and sailing with friends. Also visiting friend's boats.
- Sailing out on yachts to the Diamond Head buoy.



- Getting my first slip! I miss the fuel dock!! The harbor agents are working very hard and I appreciate what they do.
- Getting my slip + boat
- My favorite memory. It is a hard question, because all are my great memory. Cruising around the Ala Wai harbor, cruising out of Waikiki in and out enjoy the boat life!

Table 9:

- Summer time in the late 90's we used to spend time on friend's boat and spend the days paddling off Waikiki
- Being able to swim/park at no charge watching Transpac
- When the harbor didn't exist! As kids played in the old shoreline when Ala Wai was cleaner – fish +crabs edible!
- Friday night beer can races w/ HI yacht club. Getting a slip offer in the mail after waiting 4 years.
- Buying our first boat and raising 3 children on board, sailing, surfing, meeting fellow sailors and voyagers. Beautiful sunsets and living on the water.
- Dr. Liniloe Yong – Native Hawaiian, born and raised
  - Ala Wai Small Boat Harbor is surfing (1972-2017) Ala Moana Bowls. (I am concerned about free parking - plumbing
  - Paddling outrigger canoe for Waikiki Surf Club/Kamehameha Schools
  - Sailing chickadee - dancing hula for the silver bullet
  - Free parking for parades
  - Honey Bee worker (develop information)
  - Kewalo Basin Developer
- Waking up every morning & seeing the sunrise from Waikiki Yacht Club with our keiki training 6 days a week before and after school seeing sunrises and sunsets 5 am – 5 pm
- So this memory continues from 20 years to today < imprinted daily
  - Surfing
  - Sailing
  - Kayaking – training for the Olympics
- Having keiki from the world sharing Ala Wai and Hawaii
- Perpetuating the Hawaiian Waterway
- 1973 – Bought my first boat 27' sloop on day 2<sup>nd</sup> son born. He and his older brother introduced to the ocean, -sailing and fishing here. Took sailing lessons in the harbor before venturing out on their own.
- Sailing with my dad
- Peaceful, quiet days & nights living in Ala Wai Boat Harbor on my boat

Table 10:

- Family and Friends. Returning from Tahiti (couldn't stay in harbor). Had a child on a boat. Likes harbor. Bought 1<sup>st</sup> wooden boat. 1<sup>st</sup> visit from Maui. Fireworks. Hanging out in area. Surfing with friends.

Table 11:

-Hi I'm Keoki Clifton my memory is surfing Rock Piles and meeting my first girlfriend and just surfing & fishing.

-Surfing at Bowls & teaching my son to surf at Rock Piles left & sharing stewardship of our ocean, & access to this surf sport & getting him involved to care

-The first day my new ticket booth was opened for business, Hawaiian Parasail, Inc.

-Watching Hokulea arrive 2017. The excitement of racing boats coming in at transpac years.

Seeing whales playing being led by dolphins at harbor mouth. All the nice people I meet there.

-Old days of a cleaner Ala Wai. Stewardship of everyone helping to maintain marina and surfing rock piles.

-Surfing Bowls, telling stories in the parking or eating at the little store at the fuel dock

-Engaged on July 4<sup>th</sup>, 1963

-Sailing from Waikiki Yacht Club over more than 50 years has been enjoyable but my favorite memory is that I got engaged after a motor boat cruise on July 4, 1963! The arrival of Hokulea after her around the world cruise was a wonderful recent event. Having been a sailor over for more than 50 years I think we need to restore the harbor area and the dock.

## Parking Lot (By Table)

### Table 2:

- Maintenance:
  - Use dock fees
  - Enforce safety rules
- Mahalo to state staff who clean + maintain, restrooms not easy: homeless/druggies

### Table 4:

- My vision is a boat harbor (with 21<sup>st</sup> C-facilities)
  - None of these photos are relevant
  - Haul Out
  - Fuel Facility
- Harbor management causes issues + pollution
- Fuel fall out
- No wedding chapel
- Keep harbor a harbor

### Table 6:

- Bring back the dry dock
- Bring back the fuel dock
- Upset with DLNR capitalizing on the harbor trying to maximize revenue
- No parking structure
- No Hotel

### Table 7:

- Place to paddle, and sail, and surf
- Place to live
- Social hub
- Lacking basic facilities
- Protect and improve/maintain the boat ramp
- A vibrant function small boat harbor
- Well repaired and safe
- Lights on buoys
- Harbor
- Presentable "Standard" for boat appearance
- "Pride of ownership" not derelict
- Harbor office needs to be staffed 7 days a week w/ Harbor security
  - With all the emphasis on terrorism we are very vulnerable through our Harbors
  - i.e. No way to contact anyone if a boat is sinking
- No commercial activity not related to boating
  - Wedding chapels, tall buildings, etc.
- Preserve historic WYC + HYC
- Maintain parking for harbor users at 6 hours
- Facilities – basic upkeep
- Letter (Ala Wai Boat Harbor Lease Issues) to Governor David Ige, From Robert J. Finley
- Site B

Table 8:

- Containment boom good but needs to be maintained
  - Keep harbor clean even though acts as filter
- Expand bicycle friendly on bridge by Site B
- Waiting list for harbor too long
  - Needs to be more efficient
- Educating users about chemicals
  - Enforcement
- Front row needs dredging in boat ships






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# APPENDIX F

Public Visioning Meeting #2 Summary



# ALA WAI SMALL BOAT HARBOR CONCEPTUAL PLAN & COMMUNITY ENGAGEMENT

**VISION WORKSHOP NO. 2 - SUMMARY**



DEC 2017



# ALA WAI SMALL BOAT HARBOR CONCEPTUAL PLAN & COMMUNITY ENGAGEMENT

## VISION WORKSHOP NO. 2 - SUMMARY



DEC 2017

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### APPENDIX

- Sign-In Sheet
- Workshop Flier
- Workshop Program
- Presentation





## I. INTRODUCTION

On December 7, 2017 at McCoy Pavilion, DTL hosted the second and final Ala Wai Small Boat Harbor visioning workshop to collect the public's feedback on what it would like to see on four State-owned parcels surrounding Ala Wai Small Boat Harbor. Approximately 167 people were in attendance. Participants were provided the opportunity to identify their relationship to the Harbor and responded as follows: 50 tenants, 32 recreation, 29 patrons, 24 general public, 27 neighbor, 18 owner or Ilikai condo owner, 10 live-a-board, 5 other, and 27 did not identify any association. Others who attended were watermen, fishermen, realtors, opala pickers, security, media, and representatives of elected officials. See Appendix A for transcribed Sign-In Sheet.

## II. WORKSHOP #2 OUTREACH

The workshop announcement was circulated to the public through several methods. DOBOR included workshop fliers with its monthly tenant mailer, which was sent to all harbor tenants in early November. Meeting announcements were also sent to all email addresses that DTL collected through the website, Public Workshop #1 sign-in sheets, and other parties who had contact DTL or DOBOR throughout the engagement process. Fliers were also circulated to neighboring entities and stakeholder groups for circulation to their networks. In addition, a press release was sent to the media the week prior to the workshop, and fliers were posted at various locations throughout the Harbor (bathrooms, bulletin boards, etc.). See Appendix B for Workshop Flier.

## III. OVERVIEW OF WORKSHOP #2

The workshop was intended to mirror the format of smaller stakeholder interviews and focus groups, with the purpose of allowing the members of the public a similar opportunity to provide feedback on their vision for each of the State-owned parcels surrounding the Harbor. See Appendix C for Workshop Program. The workshop began with a presentation on the engagement process, information on the parcels to be discussed, and feedback gathered throughout the process. See Appendix D for presentation. Particularly relevant for the workshop was information gathered about each parcel, as well as general comments on management and other issues beyond the scope of the parcels. This feedback was collected through the first community meeting, online comments, and eight smaller stakeholder interviews and focus groups.

Following the presentation, participants were asked to participate in an open house format workshop consisting of four different stations arranged around the room. Three of the stations were dedicated to one of the parcels or grouping of parcels, and one station was for general comments that were not parcel-specific.

- Parcel A/D = Lagoon Parcel, aka “Harbor Master Site” & “Triangle Lot”
- Parcels B = Canal Parcel, aka “old haul-out site”
- Parcel C = Old Fuel Dock Site
- General Comments

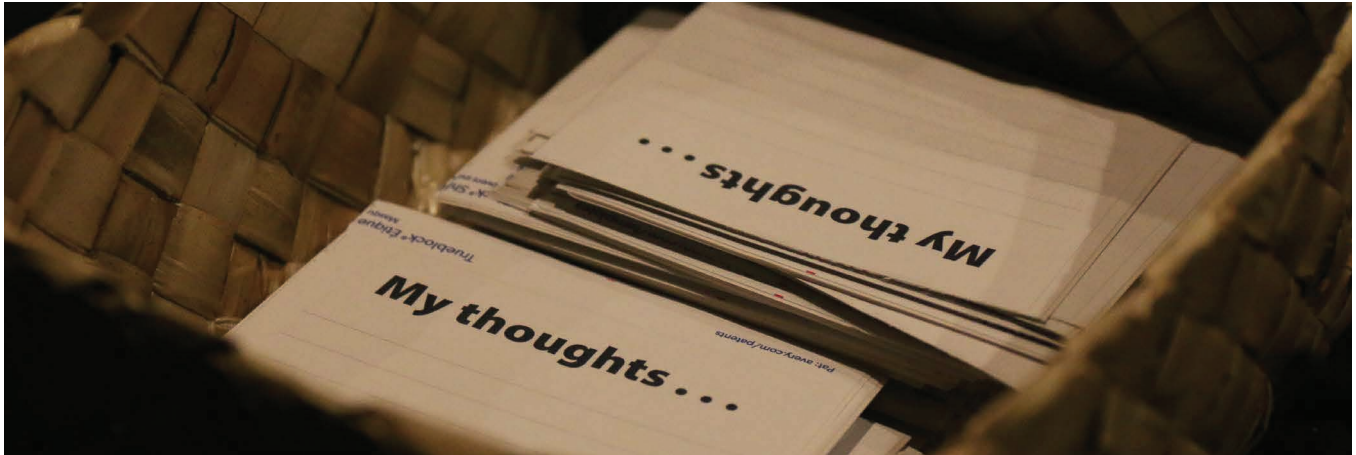
The parcel-specific stations included a zoomed-in map of the parcel as well as a list of suggestions, recommendations, and feedback gathered during the engagement process relating to that parcel. A comment board was also included at each station, and participants were asked to share their own thoughts, comments, and suggestions for the respective parcel. DTL facilitators were assigned to each station to answer questions and assist in collecting the comments.

Throughout the engagement process, DTL received many comments that were not directly related to the parcels or DTL’s scope of work, such as concerns or recommendations on Harbor management, funding, etc. The general comments station gave the public an opportunity to voice those concerns as well as share feedback that was planning-related, but not parcel-specific.

Finally, Comment & Question cards were placed at the sign-in table for participants to share additional mana’o.

---

<sup>1</sup>These two neighboring parcels were grouped together for the purpose of the workshop because of DOBORs current interpretation that Parcel D (Triangle Lot) is considered to be within the bounds of a “no build” zone as a result of an existing agreement with Hilton Hawaiian Village.



## IV. WORKSHOP #2 FEEDBACK

The following sections provide a general overview of the feedback gathered at each station as well as all individual comments provided by participants. The comments have been grouped into categories or themes that arose from the feedback.

### **A) 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 or residential development, or a restriction on building height limits, which ranged from one to three stories, with a majority supporting no more than fifteen feet. While a majority of the comments focused on what people did not want to see (primarily hotel, condos, and high rises), a number of others spoke to what they would like improved at the site – parking, landscaping, security, and public facilities such as bathrooms and showers. Retail and restaurant uses had some limited support, while others said there was no need to include any new uses at the site beyond 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.

Below are all comments categorized by theme:

#### **No Hotel, No Residential**

- No Hotel-Condo or any high rises at the harbor
- No hotel, no residential; needs landscaping; do not take away parking and no more than 2 story max
- No Hotel, no residential
- No hotels, 1 story max! - fred.ltsu@3rdstone.ws
- No hotel, no residences, 1 story
- No hotel, timeshare or residential. This would affect many people in Honolulu.
- First and foremost, = transparency; keep dialog, post updates for all to access. No high-rise, timeshare. Stay true to three cultural themes Kalia grown, ocean legacy and harbor living.
- No hotel and 2 story shops and commercial space/offices

- Absolutely no hotel or residences. Nothing higher than one-story for necessary buildings
- No need for retail or hotel or development
- No hotel or condo
- No residential, no hotel, one-story max. "As is" is ok
- No more beachfront development for hotel, residential use. What about sewer problems?
- We do not want to see any redevelopment especially a hotel or residential or any high-rise
- No hotel, no village, no residential, one-story max, parking, no restaurant, no shops, no storage

### **Height Limits**

- Why more building to kill the beauty of Hawai'i. Money! Money! Money! Totally no need anymore tall building especially Parcel A. Land belong to local, not hands of investor – Emi Gardner
- Need nice landscaping, no high rise – maximum 3rd floor building
- Not more than 1 story high
- Maintain height restrictions of 15 feet. Keep it like it is NOW with cosmetic improvement only!
- No development higher than one or two floors for restaurants. Certainly, no hotels or residences. Low rise cannot block existing views.
- Improvement is welcome, two-story max! Clean up the parking lots (homeless and junk hoarders)
- Should not be more than one story and more parking stalls
- Possible to go double deck, no high-rise
- 15' Max!!!
- No building over two-story. If two-story parking structure is built, top deck must be landscaped with palm trees coming through deck
- Absolutely no high-rise building. Do not destroy the natural beauty of the ocean views
- State is so desperately trying to collect \$\$\$ by running oceanfront property to make \$\$\$ is absolutely wrong. We do appreciate the view of ocean harbor from Ilikai, Ala Moana and should preserve this view forever
- Ruins view of many Ilikai units, the Modern, Ilikai Marina and Discovery Bay – Ilikai 1132 & 1134
- "1" story, local flair, old Hawai'i
- Site A: No structures to exceed 25 feet! Comply with Special Management area law. Act 197 enabled BLNR to break this law. BLNR must choose to uphold the Public Trust Doctrine and the greater public interest in preserving and protecting our public lands and resources! If not, this would be ripe for a lawsuit. Comply with the Waikiki Special District & DPP guideless for this Public Precinct. No residential, no commercial unrelated to Harbor use, no hotel or condo hotel. Maritime education center with history of ancient voyaging and Hōkūle'a's Schooner races, canoe competitions, Clipper Cup and Kenwood cup boats and crews, Transpac, etc. Maritime restaurant on top level not to exceed 25 feet! Tropical plants and shade trees integrated throughout. Parking facility to serve harbor only, not to exceed 25 feet with "green" walls.
- Parcel A and Others: Other communities in the U.S. from Florida to California restrict building on the oceanfront. Rather than private use development such as condo hotel, the oceanfront boat harbor area should invite Hawaii residents to use and enjoy the picturesque harbor area. Yes, the harbor needs improvement. Lets make it a village for all of us to use. No high rises! Up to four stories of retail and restaurants! How about a performing arts building, or a surf/boating/Hōkūle'a education center.



**No Change**

- Nothing is needed on that land!
- Save state money, leave harbor master office at present
- Harbor Master office maritime museum
- We want nothing
- No more buildings
- Nothing, no hotel
- It is crazy, if not insane that anything other than the present use of these sites (A) are being proposed. This area is needed for a central harbor office, parking, trailered boats and ramp access, NOT RESTUARANTS OR LUXURY CONDOS!
- Leave it as is! No building! No high rise!
- No more buildings – fred.ltsu@3rdstone.ws
- No development

**Parking**

- Multi-level parking
- 3 -deck parking restaurant and retail
- Do not take away public parking
- Parking with shade trees
- \*Parking ie: automated pay for parking- enforcement of harbor rules
- Keep parking
- Site D: Retain parking. Landscape of tropical plants and shade trees. Provide small picnic area.

**Boating/Harbor Facilities**

- Good place for dry dock
- The area by the harbor master should not have any buildings no matter what size. It's a harbor – lets have opportunity to use it as a harbor only!
- Already are not to the ideas. Keep it the Harbor Master office and allow exclusive boating/parking
- Update Harbor Master building – maintenance. It is nice to have this office in the middle of the harbor.  
Put a new shower facility
- Don't touch parking, no hotel, police watch. Add laundry facilities to harbor master office
- Wash down for trailable boats, no hotel!
- No hotel harbor. Should be for boaters and public. Area would be good for dry boat storage 3-4 levels high
- No general retail or restaurant. Harbor use only. Possible two-story boat storage.

### Public Facilities

- No hotel, no restaurant, no need for police. Nothing high at site A. Need parking and very important – need public bathroom. There is no public bathroom in the area. Note: I am not here to protect the rights of the live-a-boards
- More wash downs, public restrooms
- Restroom for public/tourists that is supervised with attendant
- Enlarge public/private restrooms
- I see no need for another hotel in an already congested area; Zone A/D building should be limited to one-story as a community center. Green space is so limited, lets make the parking triangle green space. We have tourists coming to the commercial sites – is this what you want them to see?

### Security

- Security is a good idea.
- Police/security guard presence
- For the safety of all who use the Ala Wai and the ocean around the Ala Wai, add an ocean safety response facility
- Permanent DLNR police presence

### General

- Ilikai is an iconic O'ahu building famous from Hawai'i 5-0, etc. Any development needs to respect that history and be complementary & harmonious. No blocking existing views.
- The Ala Wai Harbor could be a jewel in Honolulu's Heritage, if it is done in a way that reflects Hawaiian Priorities
- Let's consider what is best for the community and what makes this the best boat harbor it can be, not what generates the most income for the state at the expense of the community.

### Landscaping

- We do not want to see the development except a landscaping
- Landscape and keep as beach parking
- A clean harbor, decent walk and bike paths, trees, many tourists use the area, clean would be nice.

### Cultural Center

- Perfect for a low-rise iconic building for a public purpose. Think Bilbao Guggenheim or Sydney Opera House or Obama Library!
- Parcel A is perfect for a low-rise, iconic, public purpose building. Think Sydney Opera House, Seattle's experience music project, Guggenheim Museum in Bilbao or any building by Santiago Calatrava or Frank Gehry. This is a unique, once in a lifetime opportunity to place Hawaii on the world architectural and cultural map.

### Other

- I would recommend nothing industrial or commercial
- No wedding chapel
- IMUA! Fight for Hawaiians!

## Questions

- What happens when water sea level rises?
- What are the key components of the RFP?
- Who are the people driving this project? Name people.
- Who will manage this development? Name please.
- When will existing rules for the Ala Wai Harbor be enforced?
- Why cant we lead a community effort to reinvest in proactive management of harbor?
- Is the infrastructure safe for building a multilevel structure?

## **B) Parcel B (Canal Parcel, aka “old haul out site”)**

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 express support for some type of restaurant, retail, or marketplace concept that featured local food, vendors, and culture.

Environment and landscape was another major comment category. Environmental remediation at the site was one of the prominent themes that emerged. 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 a number of the participants. People saw the site as an entrance to the Harbor and Waikiki and expressed the importance of making it welcoming and inviting with park-like landscaping and signage.

Below are all comments categorized by theme:

### **Dry Dock & Other Boating Needs**

- Dry dock/store needs for a harbor of this size – George Parsons
- Haul-out crane/travel lift capable of lifting the average-sized boat in the Ala Wai Harbor
- Haul-out and dry dock facilities for small boats 15-45ft (slip categories A through C). Currently Keehi Marine Center has no competition for small boatyard services. We need another boatyard
- The need for parts, dry dock, sail repair still exists.
- Soil studies or boat yard and gas dock needed before development. Harbor needs haul-out. Marine services. Sailing school. Dry storage for boats
- A real, OSHA approved drydock primarily. Possibly a cultural center also for canoe and boat repair, some dry storage
- It's a perfect place for a work dock oh wait- it was a work dock
- A marine facility where boats can be worked on would be a great idea. There are no facilities for boaters in the AWSMB which is stupid. There are enough boats to warrant services.
- Ala Wai needs a haul-out facilities. Let's be creative on how to have one that is attractive and blends the yacht harbor with the entrance to Waikiki.

- Work dock and dry storage for inexpensive on your boat. Small shop for boat work, like it was.
- This area sound be used for dry docking boats as it was used for in the past
- Back to dry dock or work dock or a fishing
- Tight space for boat dry dock
- Harbor lands should be used for harbor and boating uses only. There's lots of land elsewhere for commercial development – no need to use the harbor for development.
- Need fuel station
- Build fuel dock with owner. Night/weekend slips for families to use close to bridge and marina. Rainbow over the road and rainbow over canal bridge. More docks along Ala Wai channel.
- Free beer for boats on Friday night fireworks

### **Mixed Use (Boating Support, Restaurant, Retail)**

- Dry dock, boat supplies, food trucks
- Haul-out area – travel HI ft., better catchment area – ability to serve “boats”, two-stories restaurants on level 2; Waikiki sign and Ala Wai Small Boat Harbor Landscape
- If want to invite people, open space to parasail, fishing boats, and other commercial boats. No Wedding
- For the biggest harbor in the state, we need a haul-out yard capable of handling the boats in the harbor. There will still be room for commercial/retail space

### **Environmental Management**

- Utilizing the land to operate a flotsam collector, debris, garbage etc. to keep the trash out of the sea
- Better trash collection area. Site B is hollow under current site, open it up to provide a larger catchment area and better flow diversion. Once that is done, then add collection and processing capabilities
- Current maintenance of debris of trash is done by Ala Wai Harbor Opala Pickers. We need support from someone. Need volunteers. Need donations. Please see facebook page. 2 years of Data
- Waterwheel not best idea (my opinion) too big, too stationary and not flowing 24/7; trash boat cheaper more manageable; Ala Wai Opala Pickers – clean harbor water once a week, we need support and volunteers to help us. Donations needed
- Maintenance area and dock to be able to pick trash from the catch. Put brooms at the mouth of each inlet. Manoa, Makiki and Palolo. Catch trash and debris from these sites. Dumpsters and haul-out from there. Easy Peasy. 75% is from these.
- I think all trash in the Ala Wai should be clean so it looks nice. No trash in the parking lot [could not read remainder of comment]

### **Signage & Landscaping**

- Signage; street address for Waikiki entrance so Taxis can find the place
- Double Rainbow Arches: 2 large arches (100-150 feet high) to span both the canal and the road. 300ft span and 200ft span sharing common base
- Design should be a welcoming statement in features tourist never know they are entering Waikiki.
- Establish a beautiful park-like entrance to Waikiki without any buildings higher than one story
- Landscaping

**Mixed Use (Restaurant, Retail, Cultural)**

- Kalia-resource center with education value. Local focus on restaurant food culture and price value.
- Open seafood-farmers market with restaurants. Retail and small event space focus on local, tourist as a gathering place
- Local retailers-not mainland; local-focus foods
- Open market to focus on cultural foods (lulau made fresh, pick and cook fish and seafood)

**Other**

- Prioritization of parking will kick us off our parking lot near beach I've grown up surfing.
- No hotel, no residential, one-story max, no cultural, etc., no storage, no signs, no trash processing
- No structures to exceed 25 feet! Comply with the Special Management Area Law. Comply with Waikiki Special District Law and DPP Act 153 and Act 197 enabled-not mandated – BLNR to break these laws to allow "highest and best use." These acts were part of Dela Cruz's PLDC effort that was rapidly repealed. BLNR must "choose" to uphold the Public Trust Doctrine and the great public interest by protecting and preserving our public lands & resources. If not, this would be ripe for a lawsuit. No residential, no commercial unrelated to harbor use, no hotel or condo/hotel. Uphold Honolulu's Lei of Green Policy. Uphold the Waikiki Special District Waikiki Gateway with landscaping the area. No building or structure to exceed 25 feet. Architecture to reflect Hawaiian sense of place. Roofing to be LEED green design. Tropical landscaping and trees. Canoe stop for paddlers.

**C) Parcel C (Old Fuel Dock Site)**

A total of 32 comments were collected at this station. Nearly all of the comments collected focused around the need for a fuel dock at this site. Services also commonly mentioned as an addition to fueling included a pump out, laundromat, and convenience store. A number of participants also supported the relocation of the Harbor Master office and inclusion of harbor patrol at this site.

Below are all comments categorized by theme:

**Fueling Station & Boating Amenities**

- Please allow fuel dock vendors to operate ASAP
- Fuel dock in disposable, prevent fire, prevent fuel spills, emergency fill-ups, events transpac, Molokai Hoe etc. Need pump outs also- Kewalo docks will not suffice surge, commercial fueling [could not read remainder of comment]
- There is heavy need to restore the fuel dock to use. And possible provider or sales of needed boat supplies like lube oil etc. – William
- I think the fuel dock should become a fuel dock with a store like it was before. Not being able to get fuel in the harbor is ridiculous
- Lack of a fuel dock has been a "disaster" for years. Have no trust in DLNR
- Please bring back the fuel dock with dumping and store and food. And laundry mat. I use to go to do my laundry and eat and watch the water activities as my laundry was being washed and dried. The area is just sitting there for 4+ years. Laundry and fuel are very important for a harbor- with transpac people need fuel and a place to do their clothes after the crossing
- Convenience market and food – two-story retail
- Should be a fuel dock to serve the 700 boats in harbor. Also, small store for marine/sundry
- Gas dock, pump out station. Boater-oriented store. No Wedding chapels! One-story



- Fuel dock needs subsidy probably as does haul out need to tie service parcels with money parcels to make work.
- Return fuel dock/store to uses like it was
- Fuel dock, laundry, joe, pump out, small sail boat rental. No wedding chapel. Should serve waterman and women
- Return the fuel dock site to fuel dock uses
- This needs to be a fuel dock and store, pump out like it used to be!
- We loved the old fuel dock, something like that
- Fuel docks, store, laundry, commercial boat pickup area; like it was – it worked very well
- Please fix 1st bathroom, non-public by the Ilikai. I would like to have the laundry room back on gas dock along with gas and dumping privileges. No Story! Just laundry room.
- Fuel dock, sundry stores, pump-out (holding tanks), laundry
- The fuel dock should be what it previously was – a fueling area for boats as well as a convenience store and gathering place. Ask someone (Meghan Statts) what it was before
- Pump out too! The fuel dock is essential for boaters' safety. The newest fuel dock is at least three miles away – an accident waiting to happen. We do have tourists arriving by or using the commercial boats too. Commercial/retail space is available as well
- Fuel dock-Pump Act Station, convenience store, laundry facility; harbor master – second level
- Valid fuel dock with convenience store. Possibly second story light house for harbor master office
- Restore fuel dock & convenience store for boaters. Move harbormaster to channel entrance pier (not fuel dock). Building not to exceed 25 feet with observation on top enclosed deck. Assistance and information on dock level to assist local and visiting boaters. Slips at this location for visiting boaters. Dredge channel to accommodate deep draft hulls. Clean up harbor water with debris catchment system along canal, not at harbor.
- Laundry Facilities
- Pump out station for yacht greywater and blackwater
- Water disposal

### Harbor Master Office & Patrol

- For the safety of all who use the Ala Wai and waters around the Ala Wai, add an ocean safety lifeguard response team facility.
- Locate the harbor masters office here – better, central of harbor, easy access for visiting boats
- Harbor Office and patrol, one-story max, harbor facilities, no landscaping, no retail or restaurant

### Other

- A café with really good joe
- No wedding chapel, restaurants, or any other uses that is for tourists and not for locals.
- No high-rise building – anywhere in harbor

## **D) 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 by providing boating necessities like fuel, repair shop, and convenience store. Others commented on more general principals, such as the Harbor being a place for all members of the public (boaters, surfers, local, tourists) and it serving as a showcase to boaters here and abroad and therefore needing to be modernized.

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.

Full comments grouped by general themes are below:

### **Improve Environmental Management**

- Currently Ala Wai Harbor Debris and Opala Pickers is a volunteer group. Sponsored by myself or donations, donations are not consistent. Idea - \$1/month from each boater to help support and make happen on consistent bases or even \$.50, we don't want to give up. Facebook: Ala Wai Harbor Debris
- Floating trash collection system
- Hire Laborers to regularly collect rubbish from harbor water
- To create further value for the parcel of lands, it would be beneficial to have the harbor rubbish free. One possible solution: natural fibered nets to collect the rubbish on the docks and upstream solutions
- Rubbish comes from the canal. If we catch it at the canal the harbor will be clearer

### **Live-a-Boards**

- No live-a-boards – there aren't facilities-sewer clean out-only one trash bin on front row by Ilikai. Maintenance on live-a-boards poor
- Need "some" live-a-boards to watch over things
- This is not low-income housing, it is a recreational boat harbor
- More live-a-boards they keep the homeless out
- Live-a-boards take care of the area

### **Building Height Limits**

- Should be height restrictions so it doesn't block the ocean views of current property owners – fred.hsu@3rdstore.ws
- Absolutely -positively no hi-rise development. Beautify the harbor not destroy it
- All four yellow color areas at the Ala Wai should be zoned to one -story height. Currently these areas are zoned for 35 stories. Demand that the slips fees from the Ala Wai Marina are returned to the Ala Marina and be used for maintenance and upgrading the marina.

**Bathroom Facilities**

- Men's Showers need repair on 600/700 between Harbor Master and Ilikai.
- Fix ladies restroom and 24/7 security
- Fix the women's bathroom by the Ilikai. Thank you, get her done
- We need our women's shower and bathroom opened back up between the Harbor Master and Ilikai

**Poor Harbor Maintenance**

- There is no maintenance of this harbor. As a live-a-board, I see crumbling docks, an incredible amount of garbage, no pump station, very little security (except HPD). The harbor maintenance people work very hard, but two is not enough
- Pave lot/sweep lot regularly
- Fix sidewalk holes, rewire dangerous electric system, repair/replace dilapidated docks
- I have been a "user" of the Ala Wai for over 30 years. In the last 20 years, with the loss of the haul out yard, fuel dock the "harbor" as degraded into a "ghetto". The loss of facility by private independent proprietors (fuel, store, boat repair, etc) marked the downturn. The Ala Wai must be preserved for boat water activities, etc, free from tourism development. Let the independent proprietors back in to "service" the boating community, both resident and transient – Virginia Enos

**Commercial Boating**

- Limit Commercial boat traffic to its present level. It increases use of the harbor exponentially. There are significant safety concerns to youth, sailors, paddlers, kayakers, and surfers crossing the harbor entrance.
- No additional commercial boat traffic

**Engagement Process**

- I have been at all these vision meetings and neighborhood board meetings and I have not heard any one asking for retail and four-stories

**Enhance the Harbor at Ala Wai Small Boat Harbor**

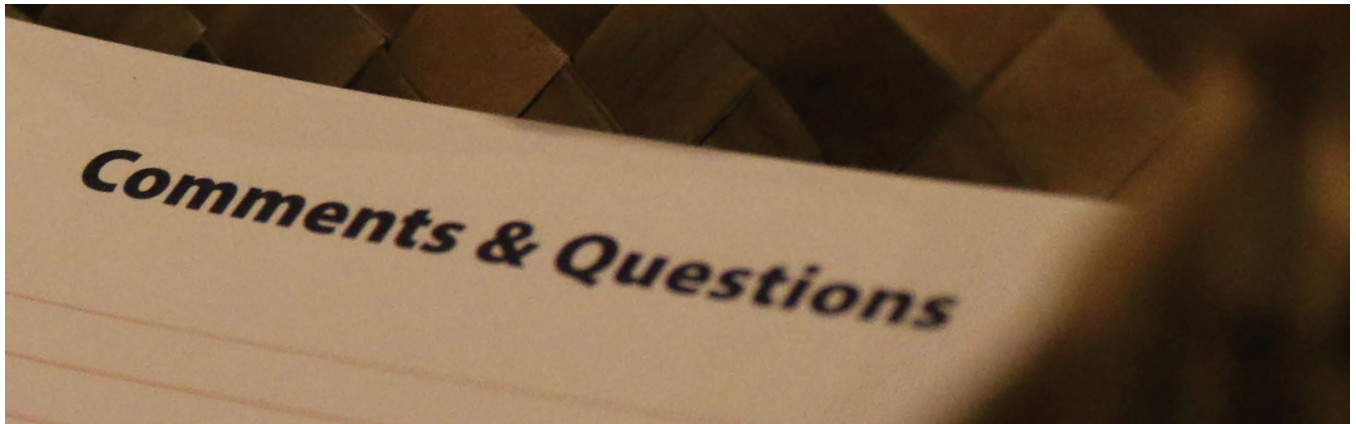
- Harbor either state or private modern facilities with cable water, electricity, restrooms, laundry store, fuel, dry dock. Build a showcase for boaters in Hawaii and beyond
- No need for more retail/general stores/bars-Waikiki has more than enough. All development should be focused on harbor use.
- Need and replace: dry dock area, fuel of 7-11 mart, sail repair shop, boat parts [illegible] 2nd location, education center
- DOBOR can promote small boating by supporting the boat owners that live here. Not the people who don't! IE: Wedding Chapel
- Do not cave to foreign developers or non-boating/water interest

**Other**

- Triangle parking lot for Harbor tenants and surfers. Site A: Parking for beach users and surfers in ½ of site (DH Site). Site C: Harbor Office
- Parking fees went from \$20/year to \$300/year. What percentage of that increase stays in the Ala Wai Harbor Fund?
- The only difference I would propose is to not have it managed by Diamond Head parking in any way and allow Biki to install Bike Racks

## A Place for the Public

- A place for all, not just the boaters. Tourist, local, history
- I am a third generation, O'ahu-born Kama'āina. I live, work, and play at the Ala Wai Boat Harbor. I pay mortgage every month for my apartment at Discovery Bay. I entered into an implied contract with the state of Hawai'i when I bought my apartment with low traffic and a clear view of the ocean. I watched the Prince Hotel be built and lost part of my view of Ala Moana beach park where I swam before I could walk. I lost another part of my view when the Hilton built its new tower. My property value is yet again at risk if a high-rise apartment or hotel were to be built at the Ala Wai Boat Harbor on public owned land and so to would the taxes I pay on my apartment. If the value of my apartment goes down, so would the amount of taxes that the city and country collects. I have a studio downtown at the Chinatown Artists Lofts and I must plan my commute time around the horrible traffic that has increased proportionately with the development of Kaka'ako. We do not want, nor need another Kaka'ako. Let me share a story with you from earlier this year when I set forward to purchase myself a Hawaiian-made, one person outrigger canoe. I was prepared to do business with a local company and spend a little more knowing that I was purchasing a 100% local product for this 100% local girl. I searched and searched for a place to store my outrigger. To my dismay, I learned that there is not one hale for wa'a where I could keep my new outrigger. Not only did I lose the opportunity to be a better more healthy citizen of Honolulu, HI, Kamanu Composites did not have a sale and therefore the State of Hawai'i lost the taxes that I would have paid through the purchase of that outrigger. Now that may sound like a lot of you but if every person in every one of the apartment buildings that surround are near the Ala Wai Harbor, are not able to make similar purchases of small craft, imagine the revenue and taxes that could be collected. I have several friends who live on their boats at the Ala Wai Boat Harbor. I have watched as slips continue to degrade and become unusable by us, the citizens of O'ahu. Time after time, we have been told that there is no money to repair these slips. Year after year, revenue is collected from the Transpacific Race. Why has that money not gone to repair nor restore the Ala Wai Boat Harbor? I would like to know why agreement to NOT build on the makai side of the Ala Wai Blvd has NOT been upheld? Why are we also told that these meetings are a sham and that the plans are already a done deal? Why must we lose our local connection to the ocean? Do what is right for the 'āina. Do what is right for the people of O'ahu. Restore the Ala Wai Boat Harbor, her slips, her roads, her parking for local people and visitors alike to be able to access the ocean. Build a low-rise hale for our wa'a for our keiki and kupuna alike to have free access to our beautiful South Shore! – Kimberly (alohakah@aol.com)



## V. COMMENTS & QUESTIONS<sup>2</sup>

- The notion of proposing development of harbor sites(s) for anything other than uses directly attached to the harbor for harbor uses are repugnant.
- I have not heard or read anyone who wants retail and restaurants or bar development. In fact, it has been the opposite. I have participated in all these meetings plus at Waikiki neighborhood board.

## VI. CONCLUSION

This was the second and final public workshop to gather the community's feedback on its vision for the four state-owned parcels. In addition to the comment summaries above, there is a general feeling shared by many in attendance that there are plans for the harbor already in place and that these meetings were disingenuous. In order to maintain or improve public trust, it is recommended that DOBOR continue to keep the public informed of key milestones, such as presentation of results to the Board of Land and Natural Resources, release of the Request for Proposals, and selection of partners.

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<sup>2</sup> Additional comments were collected relating to specific parcels and were included in the relevant Section IV station discussions.





# APPENDIX

- Sign-In Sheet
- Workshop Flier
- Workshop Program
- Presentation

## SIGN-IN

Name	Email	Relationship to Harbor
C. Francis Chun		Neighbor
Sparkie Le		General Public, HOST
Dave Mostay		Tenant
Rob Johnson		Tenant, patron
Nathaniel Hasegawa		Patron, recreation, general public, fishing/investor
Max Shatson		Live-a-board
Bruce Lenteit		
Jeffrey Furukawa		Tenant, WYC
Stan Thornton		Tenant, WYC
Chris Sanger		Tenant, live-a-board, recreation
Rick Kahn		Tenant
Danny Tamonte		
Michelle Matson		Other
Janet Mandrell		Tenant
Bella Martin		
Royce McNeill		
Elyane McNeill		
Allison Schaefer		Media
Brian Sexton		Tenant, Recreation, Waterman
Joy Rossum		Ilikai Owner
Annette Udom		Tenant, Patron
Jarin Vit Udom		Tenant, Patron
Scott Fuchigami		Other
Michael Baxter		Tenant, patron, recreation
Robert Fernandez		
Traci Fernandez		
Solomon Kawamae		
Mote		Former - now at Keehi
Kazemaru		Tenant
George Parsons		Tenant, WYC
Sumika Koike		Patron, general public
Kingsley Chang		Neighbor
Evelyn Chang		Neighbor
Susan Thies		Owner
Wei Hong Carroll		Owner
Chris Duffy		Neighbor



Name	Email	Relationship to Harbor
Vicky Walker		Neighbor
Fred Hsu		Tenant, neighbor, owner
Mark Hazlett		Tenant, patron, neighbor, recreation
Zacarias G Quiniana		
Bob Fernandez		
Brian Moore		Tenant
Peter Webb		
Jessie Faige		Sen. Karl Rhoads' Office
West Fran Cummings		Neighbor
Hideki Hayashi		Tenant, patron
William Samaritano		Patron
Leroy Miranda		Patron, recreation general public, waterman
Linda dohr		Tenant, runner
Gordon Woods		Live-a-board
Pat Woods		
Joanne Weldon		Tenant
Masilhi Noa		Tenant
F Dewolfemiller		Tenant
A Goldberg		Live-a-board
Matt Young		General Public
Robert Vogtritter		Neighbor
Raytan Vares		Sen. Galuteria's Office
Jim Heumann		Tenant
Arnold Siegel		Tenant, patron
Lily Narusawa		Patron
Chris Herndon		Neighbor, recreation
Susumu Sudo		Owner
Paul Miles		Tenant, Recreation
Kay Fitzsimmons		Ilikai Owner and res.
Nancy Mueting		
Sharon Yen		Recreation, Neighbor
Robert Magrath		Ilikai Owner
Patti Magrath		Ilikai Owner
Chris Clothier		Patron - Yacht Clubs
Ian Steele		Recreation
Michael K. Landy		Patron, Born There

Name	Email	Relationship to Harbor
Rachel Simon		
Ronald Uno		Other
Marshall Miller		Ilikai Owner
Sandra Dahl		Live-a-board
Alyce Lieft		Ilikai Owner
Setsuko Hayakawa		Owner
Ernie Tibaldi		Ilikai Owner
Judi Chang		Neighbor
Lyle Holden		Tenant, patron, recreation
James Tucker		Recreation, general public, Hawaiian
Connie Sanales		
Claude Rothe		Patron, recreation, Disc. Bay, Neighbor
Dennis Michaud		Patron, recreation
Billy Ton		
Kevin Allen		Recreation, general public
Sandy Claube		Tenant
Kathy Lawson		Tenant, Ala Wai Opala Pickers
Ben Sakakibara		Patron, neighbor, general public, managing co, recreation
Sam Stimson		Patron, recreation
James Callahan		Live-a-board
John Stringfellow		WYC Boat Owner
Michael Olsen		Patron
Joerlynn Shimabukuro		Opala Pickers
Todd Rasmussen		Tenant, neighbor, recreation, WYC
Jan Bleumers		Tenant
Elena Bleumers		Tenant
Charley Carroll		Neighbor
Gretchen Booma		Neighbor, recreation, general public
Justin Silva		Tenant, recreation
William Muff		
Eric Crispin		General public
Yuki Kawai		General public
Joseph Noah		
Charlie Galanto		

Name	Email	Relationship to Harbor
Philip Milner		
Carole Milner		
Shannon Dorsey		Ilikai Owner
Virgina Enos		Recreation, WYC
Stephen Holmes		Live-a-board
La'akea Frias		Chief of Security
David Hoe		Tenant
Thomas Kim		Tenant
Jeannie Yu (realtor)		Realtor
Jiro Mizukami		
Kathleen & James Petron		
Sam Mona		
Kate Johnson		Tenant, recreation
Lennie Cantor		Live-a-board, recreation, boater
Sidney Fukayama		Neighbor
Strulal Kam		
Ken Wood		Neighbor
Toshiko Barbee		General public, broker
Richard Tierney		Tenant
Scott Merlo		Tenant
Supranee Merlo		Tenant
Ben Dookchitra		Neighbor
Jeffrey Davenport		Tenant, patron, neighbor, recreation, general public
Aki Nakano		Neighbor
Joseph K Napoleon		Other
Ryo Yagai		Other
Misa Katuoka		
Bryan Chang		Resident, patron, tenant, neighbor, recreation, general public
Kay Berglund		Tenant, boat owner
Monica Mooney		Patron, neighbor, recreation, general public
John E. Webb		Tenant, general public
Thomas Magee		Tenant, general public
Brett MacNaughton		General public
Mariko Hirose		Owner





Name	Email	Relationship to Harbor
Madeleine Noa		Tenant, patron, neighbor, recreation, general public
Emi Gardner		Neighbor, Ilikai Owner
Hector Seguin Ji		General Public
Mark Paulson		Tenant
Nancee Jonko Crispin		General Public
Jane and Merlon Shift		Owner
Nalid K		
Erik Rask		Tenant, live-a-board, recreation
Peter Lam		Recreation
Allie/Webb		Tenant
David Dever		Tenant
Jennifer Young Ko		Patron
Jim and Miko Brown		Patron
Joseph Nguyen		Tenant
Geoff Davis		Tenant
Kimberly Howsley		Tenant, patron, recreation, general public, API Owner
Arry Okano		Neighbor
Munehirokoiyoda		Owner
Diego Anthony		Live-a-board
Jeffrey Vigilla		General public
Toan Doran		Owner/realtor
Ed Enos		Patron, recreation, general public, commercial industry
Bob Dall		Patron
Naomi Akaka		
Dustin Fernandez		Recreation

## WORKSHOP FLIER

## Public Visioning Workshop No. 2

ALA WAI SMALL  
BOAT HARBOR

Thursday, December 7th 5:45pm-8pm



McCoy Pavilion 1201 Ala Moana Boulevard



Please join us for the final public workshop to gather feedback on your vision for four state owned parcels at Ala Wai Small Boat Harbor. Share your thoughts on conceptual themes, concepts, and uses as the Department of Land and Natural Resources' Division of Boating and Ocean Recreation begins to develop its Request for Proposals and consider potential responses.



Parking at Ala Moana Park is free, but may be limited so please arrive early, carpool, walk, or take public transport. Light refreshments will be provided.

For more information and to share your vision visit [EnvisionAlaWaiSmallBoatHarbor.com](http://EnvisionAlaWaiSmallBoatHarbor.com)



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# program+

Project Ala Wai Small Boat Harbor

Description Meeting Program

Date/Time December 7, 2017

### OBJECTIVES

1. Report back on we've heard through the engagement process
2. Share site specific information
3. Gather broader input on uses and priorities for each site

### STAFFING

1. Pali
2. Michelle
3. Tracy
4. Sean
5. Kirra
6. Jason
7. Robin
8. Lehua
9. Malia (Roamer)
10. Angela (Sign-In)
11. Kalani (Photos)

### PREP

- Pick-Up UHaul (Lahela) @ 1pm
- Load boards at office (ALL) @ 2pm
- Pick-up pizzas, cookies, water (Michelle) @3:30
- Supplies
  - Comment/Question Cards
  - Comment stickers
  - Comment sheets
  - Maps of each parcel
  - Suggested uses for each parcel
  - Station signs
  - Facilitator Name Tags
  - Sign-in Sheets
  - Ball point pens (50-60)
  - Lauhala baskets (6)
  - Signage
    - Meeting signage on a stick
    - Safety cones

### SET-UP (4:00)



- Theater Seating (250)
- 4 Stations (8 Chalk Boards)
  - 1 table @ each station to sit and write
  - 8 Chairs around each table
- Sign-In Table (3)
- Food Tables (2) - Outside

### AGENDA

#### 6:00 Welcome

#### 6:05 Presentation

- Review Process
- Purpose of the Harbor (HRS 200-9 & 202.5))
- Harbor Specific Information
  - Purpose of establishing the harbor
  - Zoning
  - Revenue
- What We Heard
  - General
  - Site A
  - Site B
  - Site C
- Next Steps
  - Targeting to share the results with the BLNR in January
  - Release an RFI/RFP before the end of the fiscal year
- Explain Workshop Format

#### 7:00 Workshop Stations

Directions: Visit each station, see what others have been saying about their ideas for each parcel and share your feedback on the site.

#### A) Site A - Lagoon Parcel (includes Site D Triangle Lot)

- Map of parcel
- List of suggested uses
- Comment Board
- Table for writing comments
  - Pens
  - Stickers
  - Lauhala basket



#### B) Site B - Canal Parcel (old haul-out site)

- Map of parcel
- List of suggested uses
- Comment Board
- Table for writing comments
  - Pens
  - Stickers
  - Lauhala basket

#### C) Site C - Fuel Doc Site

- Map of parcel
- List of suggested uses
- Comment Board
- Table for writing comments
  - Pens
  - Stickers
  - Lauhala basket

#### D) General Comments

- Table for writing comments
  - Pens
  - Stickers
  - Lauhala basket



## PRESENTATION



## Revisiting the Process

## Purpose of this process

To gather the communities vision for 4 State owned parcels surrounding Ala Wai Small Boat Harbor to inform future planning and Request for Proposals (RFP)



## Project Site



## General Information

- State Land Use Designation - Urban
- County Zoning - Waikīkī Special District (Public use precinct)
- Act 197 (2011) exempts AWSBH parcels from Waikīkī Special District requirements & allows commercial activity in the Harbor

### Mo'okū'auhau



- Cultural & historic research on Kālia
- Site Analysis

### Mo'olelo



- 2 Public Meetings
- 8 Stakeholder Meetings

### Mo'oka'i



- Summary report of community feedback
- Conceptual diagrams based off background research and community feedback



# What We've Heard

## *Big Takeaways*



**There are a wide range of views**



## Commonalities

- The harbor and surrounding sites needs improvement
- Restrict height limits to 1 – 4 stories
- Hesitance or complete opposition to housing & hotel
- Create a pedestrian and bike-friendly pathway
- Increase landscaping
- Retain the core purpose of the Harbor

## There are many issues beyond the uses of the state-owned parcels

- Revenue generation and funding of the harbor
- Pollution, safety issues, homelessness, drug use, inadequate facilities
- Unenforced public parking
- Slip rents, live-a-boards, un-leased slips, un-enforced harbor rules
- Private management v. State management



# What We've Heard

*Suggested Activities/Uses/  
Program Elements*



## Site A

(lagoon parcel, aka Harbor Master site & Triangle Lot)

- Retail (Mixed/Commercial)
- Commercial
- Harbor Facilities (Storage)
- Public Amenities
- Landscaping
- Village type atmosphere
- Parking
- Residential
- Police Station
- No Residential
- No Hotel
- Exclusive Boater Use
- 1 story max
- 2 story max
- 4 story max





## Site B

(canal parcel, aka old haul-out site)

### Retail (Mixed/Commercial)

- Harbor Facilities (Drydock)
- Restaurant/Bars
- Storage
- Landscaping
- Parking
- Cultural Center
- Waikī Signage
- Processing area for canal trash
- No Hotel
- No residential
- 1 story max
- 2 story max
- 4 story max



## WORKSHOP FLIER

### Site C (fuel dock)

- Harbor Facilities (Fuel, Harbor Master Office, Harbor patrol)
- Retail (Restaurant/Store)
- Landscaping
- Exclusive Boater Use
- 1 story max
- 2 story max

## Cultural Themes

# Guiding Themes

## KĀLIA GROWN



## OCEAN LEGACY



## HARBOR LIVING



1

2

3

## Kālia Grown

- Once renowned for its abundance of limu, fish, shrimp, and octopus
- Due to environmental degradation abundant and healthy reef life no longer exist

**Kālia Grown** – AWSBH will be part of a thriving and diverse ecosystem that begins with the literal and figurative health of the Harbor's foundation



## Ocean Legacy

- The Harbor has served the needs of watermen & women hosting some of the most iconic events such as Transpac and Hōkūle'a's most significant voyages
- The harbor is a bridge between land, sea, and the world beyond

**Ocean Legacy** – AWSBH brings visibility and access to Hawai'i's voyaging traditions and maintain our island's first connection the world beyond, the sea Harbor's foundation

## Harbor Living

- A community of live-a-boards whose quality of life is impacted by 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

**Harbor Living** – AWSBH is a colorful, diverse, and in one of Honolulu's most unique urban neighborhoods, connecting to the world beyond.

## Workshop

- Site A – Current Harbor Master site & “triangle lot”
- Site B – Parcel adjacent to Ala Moana Blvd
- Site C – Old Fuel doc site
- General Comments

## Instructions

Review some of the comments we’ve heard so far and  
leave your own thoughts on each parcel

## Next Steps

- **December 14, 2017** – *Any final comments to the website*

**[EnvisionAlaWaiSmallBoatHarbor.com](http://EnvisionAlaWaiSmallBoatHarbor.com)**

- **End of 2017** – *Complete summary report of community engagement*
- **First quarter 2017** – *DOBOR will share community feedback with BLNR & consider next steps for RFP*
- **RFP targeted for release before July 2018**
- **Keep informed and stay involved**



# MAHALO



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# APPENDIX G

Waikīkī Neighborhood Board Presentation & Notes





# Ala Wai Small Boat Harbor Visioning Process

**Waikiki Neighborhood Board**

**August 8, 2017**

dtl

## Purpose of the Visioning Process

To gather community feedback on the future of Ala Wai Small Boat Harbor in order to assist the Division of Boating and Ocean Recreation in future planning and the development of a Request for Proposals



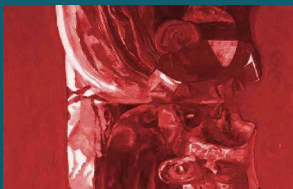
dtl

# Project Site



## Mo'o Methodology

### Mo'okū'auhau



the lineage of  
generations of  
**knowledge**

RESEARCH/  
PLANNING

### Mo'olelo



the lineage of  
generations of  
**tales**

DEVELOP  
STORY

### Mo'oka'i



the lineage of  
generations of  
**journeys**

CREATE

### Mo'owaiwai



the lineage of  
generations of  
**valued practices**

EXECUTE



# Mo'o Methodology

## Mo'okū'auhau



the lineage of  
generations of  
**knowledge**

RESEARCH/  
PLANNING

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the lineage of  
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## Mo'owaiwai



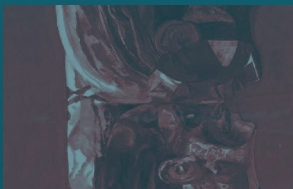
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EXECUTE



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# Mo'o Methodology

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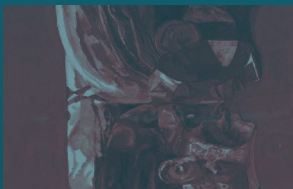
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EXECUTE



# Mo'o Methodology

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DEVELOP  
STORY

## Mo'oka'i



the lineage of  
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**journeys**

CREATE

## Mo'owaiwai



the lineage of  
generations of  
**valued practices**

EXECUTE







# **Mo'olelo**

## **Community Engagement**

- 2 Public Meetings
- 8 Individual stakeholder or focus group meetings
- Online engagement opportunities



# **Public Visioning Workshop #1**

## **July 10, 2017**

- McCoy Pavilion – 110 participants
- Purpose – Begin to develop a shared vision for Ala Wai Small Boat Harbor
- 2 Activities & 2 Discussions



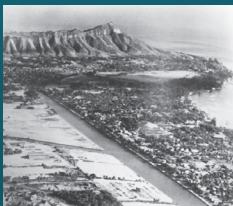


# Overview of Workshop #1

## Feedback



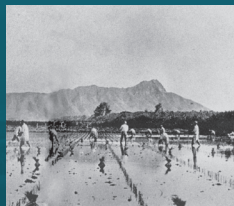
**Select an Image of Kālia that Resonates with your Vision of the Harbor**



Waikiki, Kālia



Limu Gathering



Lo'i



Coral Reef



Fishing



Boating



Boat Harbor History



Hōkūle'a Homecoming



Mānoa Stream/Fishponds



Surfing



## 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



## Ala Wai Small Boat Harbor Should Be . . .

- **A world-class marina**, the gem of O'ahu
- **Boating amenities** – Fuel, maintenance, food, ice
- **Safe and inviting to locals & visitors** – Landscaping, central gathering spaces, family/youth activities
- **Multi-modal access** – Walking, bikes, cars
- **Educational** – Signage, a visitor's center



# Mo'olelo

## Community Engagement

- 2 Public Meetings
- 8 Individual stakeholder or focus group meetings
- Online engagement opportunities



**To share your mana'o visit . . .**

**[EnvisionAlaWaiSmallBoatHarbor.com](http://EnvisionAlaWaiSmallBoatHarbor.com)**





# MAHALO

dti



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notes+

Project	Ala Wai Small Boat Harbor
Description	Waikīkī Neighborhood Board
Date/Time	August 8, 2017

#### Questions

- Who are you? Who hired you?
- Second public meeting will be held when?
  - Last quarter of 2017
- Did Honeybee get variances and do they still exist?
  - Up to the developer to decide whether or not those
- Findings of the past, in-house findings, where would these be shared?

#### Attendee Comments

- Make better use of your website—Didn't publish tonight's Waikiki NB meeting
- Please consider including the Ilikai as a neighbor of the boat harbor. Please contact: 1777 Ala Moana Blvd Suite 218 to notify our association GM, Rob Johnson
- Bob Johnson represents 1,061 homeowners in the Ilikai none of whom have come to him in favor of any development at the harbor
  - The State sticks \$0 into the harbor—Can you confirm, Dana?
    - When it's approved by the Legislature, they do.
  - Can you tell me when is the last time the harbor has been funded?
    - No, I cannot.
  - The State hasn't put a penny in since the improvements were made on the harbor. Slip income from that specific harbor.
  - Leave the money that's brought in as income, here. We wouldn't be having this discussion if it was
- Patricia Wood, resident and neighborhood watch participant
  - Ala Wai is a SMALL BOAT HARBOR, not a wedding chapel, not a mall, etc.
  - I haven't had a response by anyone from the website
  - Fuel dock is underutilized, because you closed it
  - Boat yard was very used when it was open
  - We all get invoices, put these community notices in our monthly invoices
- If we have a public and private partnership, but I don't have a boat, I don't see the value. And we already have excellent open spaces and areas that are well used that don't cost as much as this improvement will.

#### Board Member Comments

- The water used to be clean, we used to swim in there. What is happening in section A, the largest section? I personally object to the plan you're suggesting.





- In a nutshell, you've described the current state well. It's a dump and there's no reason why it can't be a world-class facility. On one hand, we don't want to see over-development. If the state were to keep the money in harbor, they might be able to develop a world-class facility.
- Recurring theme in Waikīkī with projects such as Army – due diligence will include disclosing the revenue generation, and maybe folks will be agreeable after receiving more information (Jeff, board member)
- Nothing you shared is talking about money. Where's the part where you talk about income?
- What impact will this project have on the Waikīkī Yacht Club?

# APPENDIX H

Waikīkī Improvement Association Notes



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# agenda+

Project	Ala Wai Small Boat Harbor
Description	Stakeholder Meeting – Waikīkī Improvement Association
Date/Time	October 6, 2017
Attendees	Wakīkī Improvement Association: Rick Egged, Jim Folton DTL: Lehua Kauhane

## I. Aloha & Project Introduction

- Parcel Map
- Outreach process
  - Public Meetings
  - Stakeholder Interview

## II. Discussion Questions

- What do you think are some lessons learned from previous efforts to develop Ala Wai Small Boat Harbor?
  - It's important to do community outreach
  - It's a public asset; generating revenues for harbors is only part of it
  - It needs to be acknowledged - Ala Wai Boat Harbor should be reinvested in if it is generating all the revenue
  - Any proposal should be thoroughly vetted – the people chosen should be able to do what they say they should do
    - Post a bond possibly?
    - Any legitimate developer should be able to give a guarantee
- What is your vision for Ala Wai Small Boat Harbor?
  - More of an active harbor
    - Understand it's not supposed to be commercial, but there are ways for it to be more active recreationally as will
    - Should allow related commercial use
    - For those without boats – rent a boat,
  - Should be the best boat harbor in the state
  - Should be someplace you can refurbish boats
    - The more accessible spot
  - Site A
    - Potential development opportunities
    - Residential might not make sense, but hotel rooms are needed, just don't compete with private property owners



- Don't build more than 3 or 4 stories
    - Commercial
    - Visitor units
  - Retain parking – good support
- What do you think needs to happen to achieve that vision?
  - State needs to invest in the property itself
  - Makes sense for more activity and service in the area
  - Most valuable harbor but treated like a back water
  - Free parking is no parking – if it's free people will stay all day long
    - Existing paid parking is relatively cheap
    - Would prefer to have the “Helipad” parking paid parking
  - And is typical, homelessness is an issue
- What are some of the biggest challenges here?
  - This has been happening 50 years; something is broken; it needs to be fixed
  - Nothing ever happens because DLNR and residents cannot agree
    - Unless you phase out liveaboards and raise rates nothing will change
- What are some of the biggest opportunities?
  - Extremely valuable state resource that hasn't been treated as such
    - Rates should increase; overtime liveaboards should be phased out
- Any advice for those who may be interested in partnering with the state on these parcels?
  - Important to get input from surrounding commercial users not just liveaboards
  - Look at Hiltons lagoon area as an example for Harbor Master Site
    - 150 visitor units
    - Harbor related commercial
    - Could be a conference center
- Additional recommendations? Mana'o?
  - Split up the parcels in doing the RFP into 3 pieces
    - But potentially keep A&D together
  - Minimum things you have to do; Restrictions on things you can't do
    - Use zoning to determine what you're going to allow or not allow
    - More open ended you leave it the higher return you'd get – but you should still require they do certain things
  - Liveaboards are grossly underpaying
  - Speak to Bob Hampton (Waikiki Beach Activities @ Hilton)
    - Owns concession for beach activities & catamaran



- Possibly include in user focus group
  - Over a period of time Harbor should get close to commercial rates
    - Harbor should charge for slips as much as Koʻolina
  - An improved Harbor would make for an improved Waikīkī
  - Tax dollars are being left on the table

#### Lot A

- Okay with a building as long as its not a high rise
- Set up a meeting with land owners
  - Rick will help coordinate with the land owners
- The purpose of the harbor is not to create cheap apartments; its not residential
- Its public property; people pay taxes; the public should be able to access it, not just the few
- Anything DLNR does should alert stakeholders – cannot depend if it’s just published in the media
- DTL should focus on what permitted uses should be
  - How much or little range are you going to allow
  - You need to do at least this; you can do others on the “allowable” list
- Fuel (fueling station and haul out station (gateway lot))

#### III. Next Steps

- Next meeting – early December or late November
- First week in November
  - Rick will coordinate location and group



# APPENDIX I

Stakeholder Presentation

# Ala Wai Small Boat Harbor

## Stakeholder Meeting

dtl

## The Properties



dtl

# Overview of the process

- Mo'okū'auhau
  - Cultural research on Kālia
  - Site analysis
- Mo'olelo
  - 2 Public Meetings
  - 8 Stakeholder Meetings
  - Online Engagement
- Mo'oka'i
  - Conceptual diagrams representing background research and public feedback



# What We've Heard...





## 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, storage, 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 general public should be able to access it



# Guiding Themes

**KĀLIA  
GROWN**



**OCEAN  
LEGACY**



**HARBOR  
LIVING**



## Suggested Program Elements

### HARBOR FACILITIES

- admin offices
- welcome facility
- signage/wayfinding
- fuel dock
- dry boat storage
- boat yard
- restroom
- shower
- laundry
- water/ice station
- “hale wa’a”
- parking lot



# Suggested Program Elements

## PUBLIC AMENITIES

- visitor facility
- picnic area
- market
- restaurant
- night club/bar
- fishing store
- educational center
- observation deck
- museum
- art gallery
- waste management
- conference space



# Suggested Program Elements

## RESIDENTIAL

## RESORT

## ECOSYSTEM SERVICES

- bio-retention
- stormwater mitigation
- harbor walk
- trees and landscaping
- native hawaiian plants



# Workshop



## Next Steps

- *Public Meeting #2 – December 7th, 2017*
- *DOBOR to release RFP – Late 2017 (expected)*



**To share your mana‘o visit . . .**

**[EnvisionAlaWaiSmallBoatHarbor.com](http://EnvisionAlaWaiSmallBoatHarbor.com)**



# APPENDIX J

User Group Notes



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# notes+

Project	Ala Wai Small Boat Harbor
Description	Stakeholder Meeting – User Group Focus Groups
Date/Time	November 14, 2017
Attendees	<p>Stakeholders:</p> <ul style="list-style-type: none"><li>• Stan Thornton, WYC<ul style="list-style-type: none"><li>○ Chair a committee to put together a position</li></ul></li><li>• Bob Hampton, Waikiki Beach Activities at Hilton<ul style="list-style-type: none"><li>○ Member of club</li></ul></li><li>• Lyle Holden, WYC<ul style="list-style-type: none"><li>○ Commodore</li></ul></li><li>• Charlie Galanto, Tenant Group<ul style="list-style-type: none"><li>○ Been at Ala Wai since 1970; had a commercial operation and 2 private boats</li></ul></li><li>• Richard Denton<ul style="list-style-type: none"><li>○ HYC Commodore</li><li>○ Part of a boater's safety training</li></ul></li></ul> <p>DTL: Lehua, Kirra, Sean</p>

## Questions

- When the State releases the RFP, will they be asking for a particular type of development? Or, will they leave it up to the group submitting? (Stan)
  - The uses have not been determined yet, but those responding to the RFP will have to plan for an EIS
- Would it be possible to get copies of your slides? (Stan)
  - Yes
- Who does the EIS? Our group will be commenting on the EIS and it will be most important thing. (Bob)
  - Happens during the RFP process and there have been several EIS over the decades
- Where do we go from here? (Stan)
  - WYC is planning to present our stance to you
    - Send report to DTL by 12/14

## TRIANGLE LOT

- No build zone, although this is valuable real estate

## DRY DOCK

- New dry dock is not going to happen. It would be ridiculous. The hotel would not stand for it, it ought to be developed nicely. (Charlie)





## **HAUL OUT AREA**

- Devote the former Haul Out area to a Welcome to Waikiki sign
- Signage could be problematic (Charlie)
- Place for boaters to grab and go on the bottom and restaurant on top
  - Touch and go docs - Example – Koko Marina shopping center

## **RAMP LOCATION**

- It should be enlarged (widen) for 2-3 boats (Stan)
- Loading ramp is right down the center (Lyle)
- Vehicles and trailers take up a lot of space (Charlie)

## **FUEL DOCK**

- Absolutely necessary (Stan, Charlie)
- Also need a flush out station to wash out tanks
- Will not be a financially generating site, but State should kick in some money because it is needed from an environmental standpoint
- Do the fuel tanks need to be 6 feet above the ground to account for sea-level rise? (Bob)
- Create a place to pull up your boats and hop from restaurants/bars (like the East Coast)
- Visiting boats from around the island or state would also benefit from this amenity

## **HARBOR MASTERS' OFFICE**

- Should relocate it the former floating dock area
- Should be above the Fuel Dock Station
- Stores and commercial businesses
- Doesn't need the huge building it is now (Rick)
- The proposed location seems out of way, especially since they cannot figure out automatic payment (Charlie)
- Reconfigure the road makai of office and create a walking only path
- 2-4 stories of office, fuel dock and restaurant/retail (no housing)

## **STORAGE**

- People who own boats and have a lot of things to store and we need a storage facility. Ala Wai Marine used to offer this and the wait list was really long (Charlie)
- Boat storage rack (8 high that uses machines to pluck them out)
- Temporary touch and go docks like Koko Marina Center are very popular

## **HEIGHT**



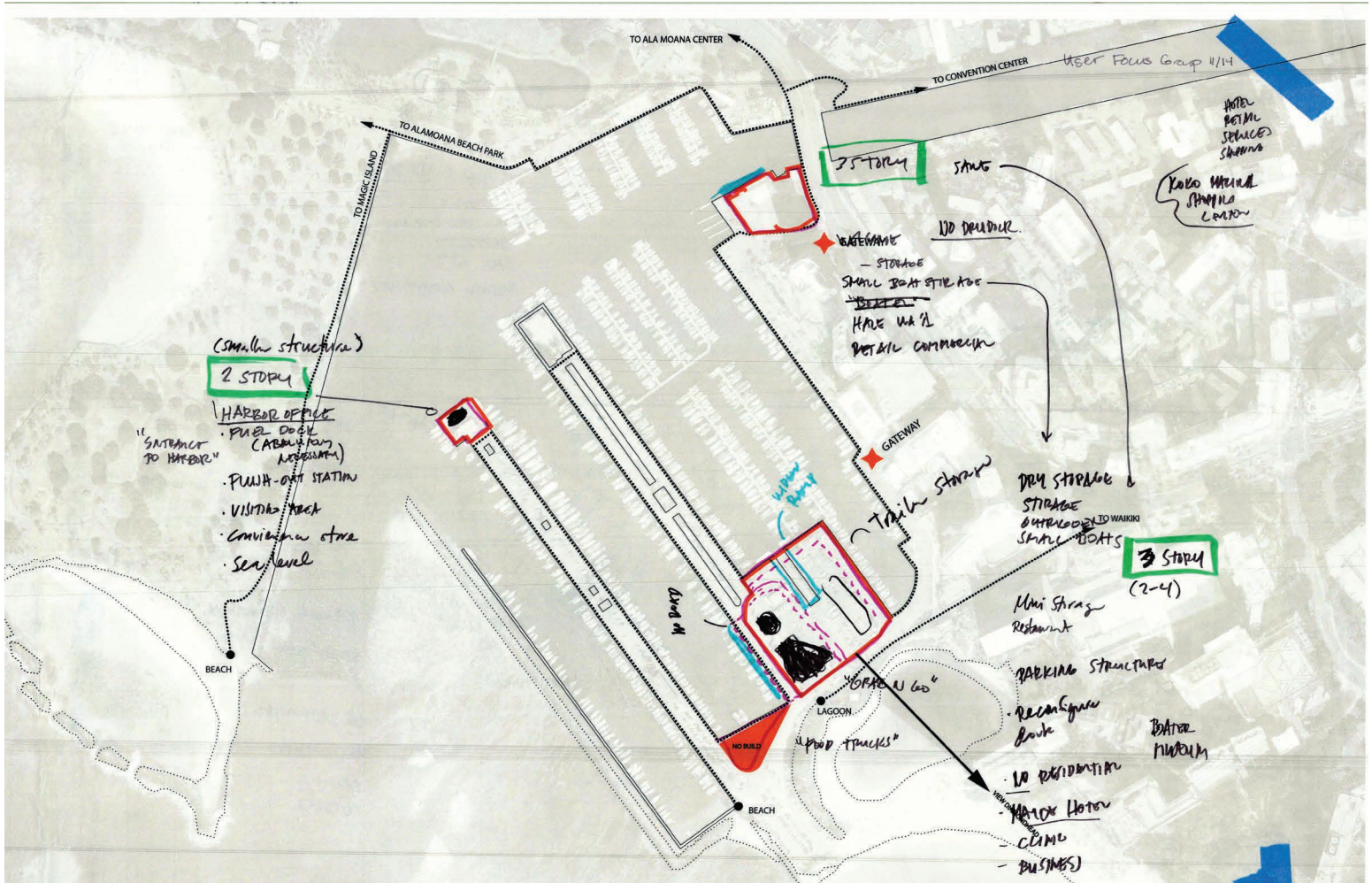
- Yacht Clubs will go crazy, especially Hawaii Yacht Club if the fuel dock goes above 2 stories. (Stan) Rick didn't necessarily agree.
- Changing name from Dewey Lane to Kahanamoku Street took 6 years and received tremendous pushback from Iliikai residents – fight is not going to be worth it re: height
- Area won't be able to support the traffic and infrastructure (Rick)
- 2-4 stories are plenty high

#### **OVERALL COMMENTS**

- Don't think conference rooms are needed
- Don't want residential, but maybe hotel is okay
- Harbors are not just a place to store boats, but a recreational area
- Don't put a Halau Wa'a near the bridge. That parcel is a high visible spot that should be used for retail/restaurant to generate income and take advantage of high foot traffic
- Look to marinas such as Marina Del Rey or Newport Beach (for restaurant concepts/vibe)
- Ensure sense of place and same design guidelines for the retail/restaurant sites

#### **OVERALL CONCERNS**

- Need to mitigate for sea level rise and 100-year flood. At the 3-foot level, the Waikiki Yacht Club would be underwater.
- You're going to need at least a two-story parking structure



# APPENDIX K

Condo Owner Notes



## DTL, LLC

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## notes+

Project	Ala Wai Small Boat Harbor
Description	Stakeholder Meeting – Condo Owners
Date/Time	November 20, 2017
Attendees	Stakeholder: See sign-in sheet DTL: Malia, Lehua, Kirra, Sean

### General questions

- Add labels to orient map
- Include elevations
- Economics are dependent on retail/residential?
- Before you make a presentation to the State, can you gather us or get our vote on that first?

### General comments

- Revision and realign with the original intent of the parcel
- Need to clean water
- Need to take care of homeless living on boats
- Traffic into Waikiki is so bad, we don't want a high rise
- Stipulations when the property was gifted from the Holbron family? Didn't it spell out a restriction for public use?
  - Bring a copy to the next public meeting
  - Admissions Act (5 restrictions)
- Ala Moana Beach – make it clean and offset the cost by increasing parking, raise fee for docks slips
- 750 slips, 180 of which are vacant (8-10 year wait list to get a slip (\$800k in lost revenue)
- Is the Master Plan to have a harbor with harbor related activities? I feel like I'm being steered in one direction. Please research the original intent and usage of the property. Isn't it an area for the public?
- Rob—You're skipping steps, or the State needs to spell those out
- Put things exactly back the way it was
- What's the overall vision for those 3 plots in relation to the larger vision for the area?
- World-class harbor – reinforce the state motto
- Landscaping in the parking lot (put trees)
- Concerns with hosting a meeting with the greater Waikiki community who might see this as a goldmine (competing interests)
- Cindy Jacobson – Does the City expect Ala Moana Beach Park to make money? No. But our harbor is being used as a cash cow and the money is there, but is being sent off to other interests. Poor management.





#### Site 1: Gateway (Former Honeybee)

- Future Visitor Space
- Place to clean the water/collect trash into the harbor
  - Opportunity for water management
- One story structure – No high rise
- Green space
- Sense of place
  - Welcome / Interpretive Center
  - Signage to welcome people to the gateway to Waikiki
  - Linda – Represents Shell Owners Assn as president
- Parcel is an eye sore
- Need some commercial support a Welcome Center (restaurant/wedding chapel/retail)
- Haul Out site was originally a park (DPP records)
  - Pull up map and put it up on the website

#### Site 2: Site Harbor Master's Office and Parking Lot & No build (currently a parking lot area)

- Future community space
- Dry storage (Waikiki Yacht Club is a good example and would make a good partner)
- Parking
- Laundry
- Police station (small)
- Sandwich shop
- 1-2 stories; green space with parking
- Nothing over 15-feet
- Haul out AND dry storage
- Haul Outs aren't very attractive (and unhealthy to inhale paint though) so not sure if this is a good place for it
- Canoe House
- Impermeable surface like fishponds would be great but
- Hawaiian Village architecture that connects various structures
- Build the structures only on the mauka half of the lot and parking lot on the Makai half
- that respects the landscape and community – connection with Lagoon
- Parking Lot (2 stories) with palm trees coming through the upper deck
- ONLY green space
- No shopping center or movie theatre

#### Site 3: Old Fuel Dock

- Future Boat Operations/Services space
- Is it possible to have the fuel dock and haul out here?
- Why was the fuel dock ever taken out from there?



- Private person leasing back to the state and they would only give him a month-to-month lease and he finally left
- Reinststate the Fuel Station
- Harbor Master's office would like a point where they can have a good vantage point of the boats
- Laundry
- Waste Management (to pump your waste tanks out)
- Convenience Store
- First line of site when boats come into the harbor so we need a Harbor Patrol, Customs/Immigration and DLNR spot
- Protect the hau tree
- Contain boat services/operations on this parcel
- 15-feet height cap
- Increase the pad by going out into the water? Not good for the fish



MOANA CENTER  
WELCOME

TO CONVENTION CENTER

## CLEAN TRASH

## 1 STORY

## GATEWAY

- See A la Moana park
- Map Shawin Park

economic app  
parking  
boat slip fees


## Research/Intent

ARK

# NO HIGH RISE

- Vacht SLIPS

- WASTE MANAGEMENT
- LAUNDRY
- VIEW/VANTAGE/LOOKOUT
- HARDER OFFICE
- FUEL DOCK/STATION
- ? HULL OUT?
- CONVENIENCE
- HARDER CONTROL
- ~~FOR~~ CUSTOMS



## BIAT SERVICES

## ANDREASE PAPER?

15'

★ PROTECT  
EXISTING  
HAW TREES





# APPENDIX L

Makai Society Notes





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## notes+

Project	Ala Wai Small Boat Harbor
Description	Stakeholder Meeting – Makai Society (Janet Mandrel)
Date/Time	November 20, 2017
Attendees	Stakeholder: Janet Mandrel, Rob Johnson DTL: Malia, Lehua, Sean

Disagrees with the claim that DLNR is not reinvesting enough into the Harbor

### Gateway:

- Boatyard – boat accessories, parts, order desk
  - Could be buffered by greenery, preferred view should be nature
  - There could be technology to buffer noise and pollution
  - Piers would allow boats to pull up
  - On the second floor there was a marine store that worked
- Flotsam unit
  - Put catchment system mauka-side of the bridge
  - Water wheel to collect garbage (examples in Baltimore)
- Education center?
  - Goal should be to keep non-ocean recreation people should be kept out of the harbor
  - Hālau or surf museum could go on dock closest to the ocean (but it is outside of the scope of this project)
- Signage
  - Install a Waikīkī sign and landscaping near the road with a backdrop so you wouldn't see what's on the other side of the sidewalk
- Comfort Station
  - Open to the public and include shower

### Fuel Dock Parcel

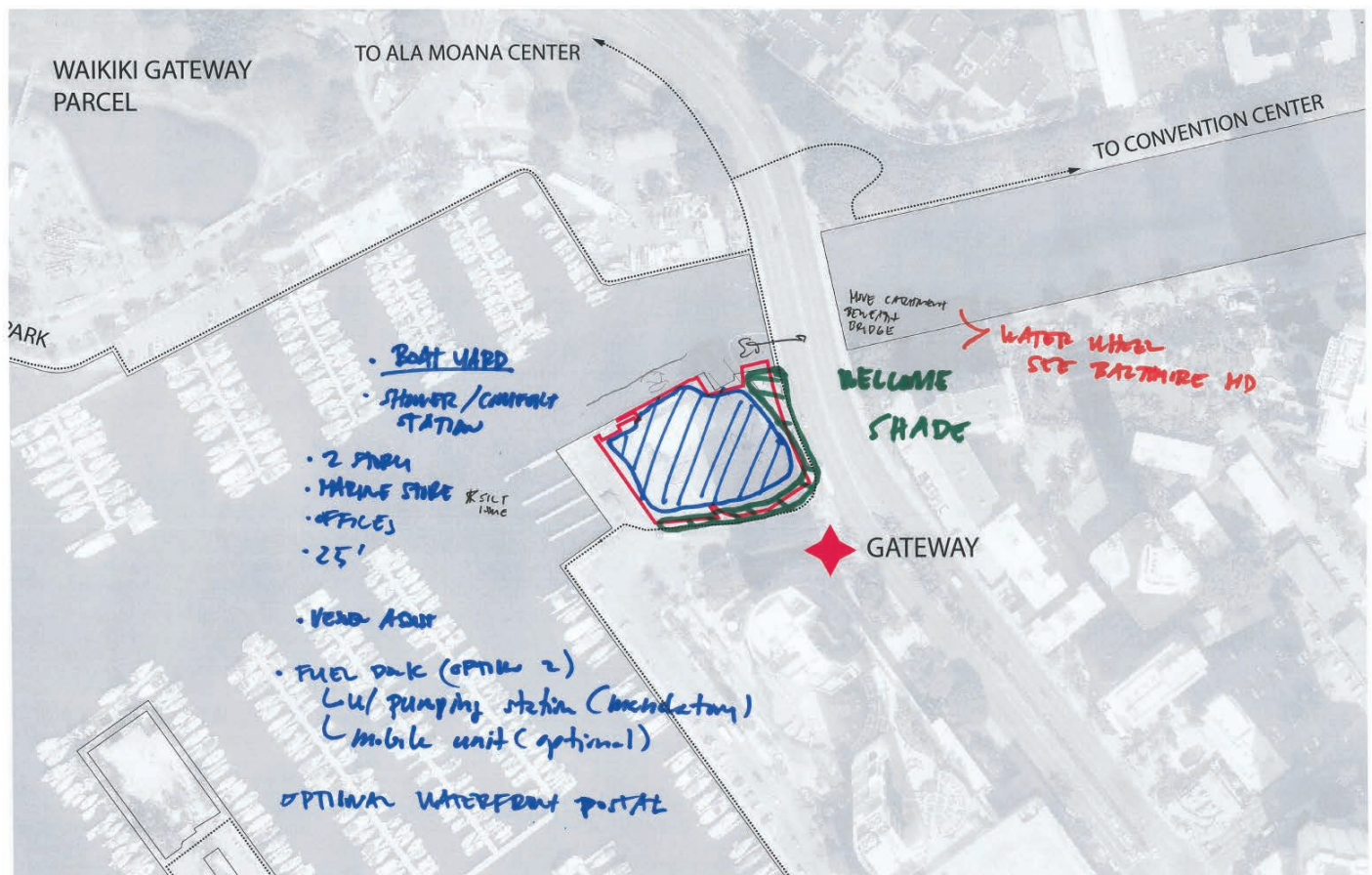
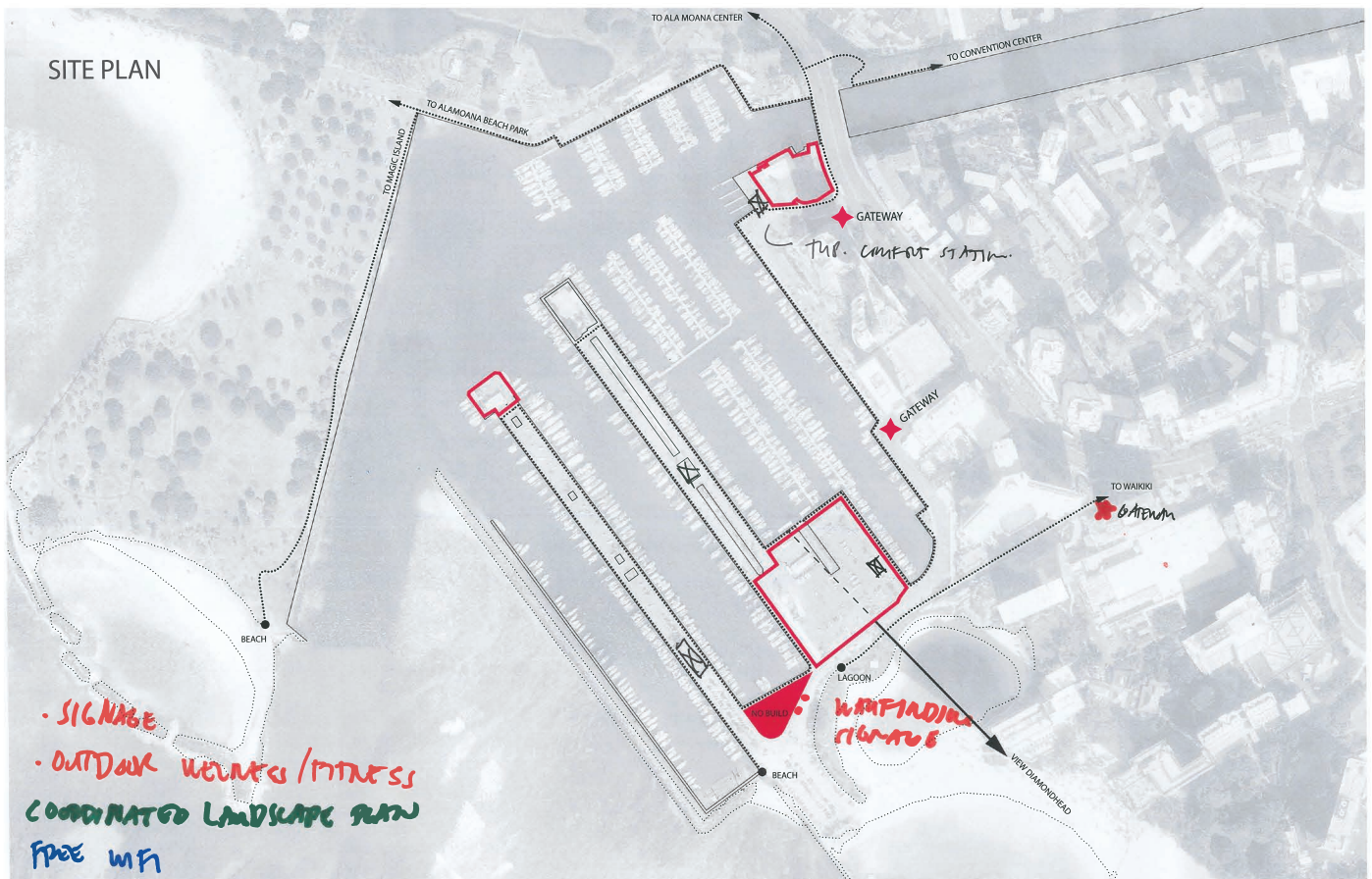
- 2 story structure – Harbor Masters Office
  - Rescue vessel (very important to have one of these here)
  - Police substation
  - Picnic/green area
    - Exclusive to boaters, not open to the general public
  - Include bathrooms and showers
  - Transient vessels allowed to dock near by
  - Keep in on existing building footprint



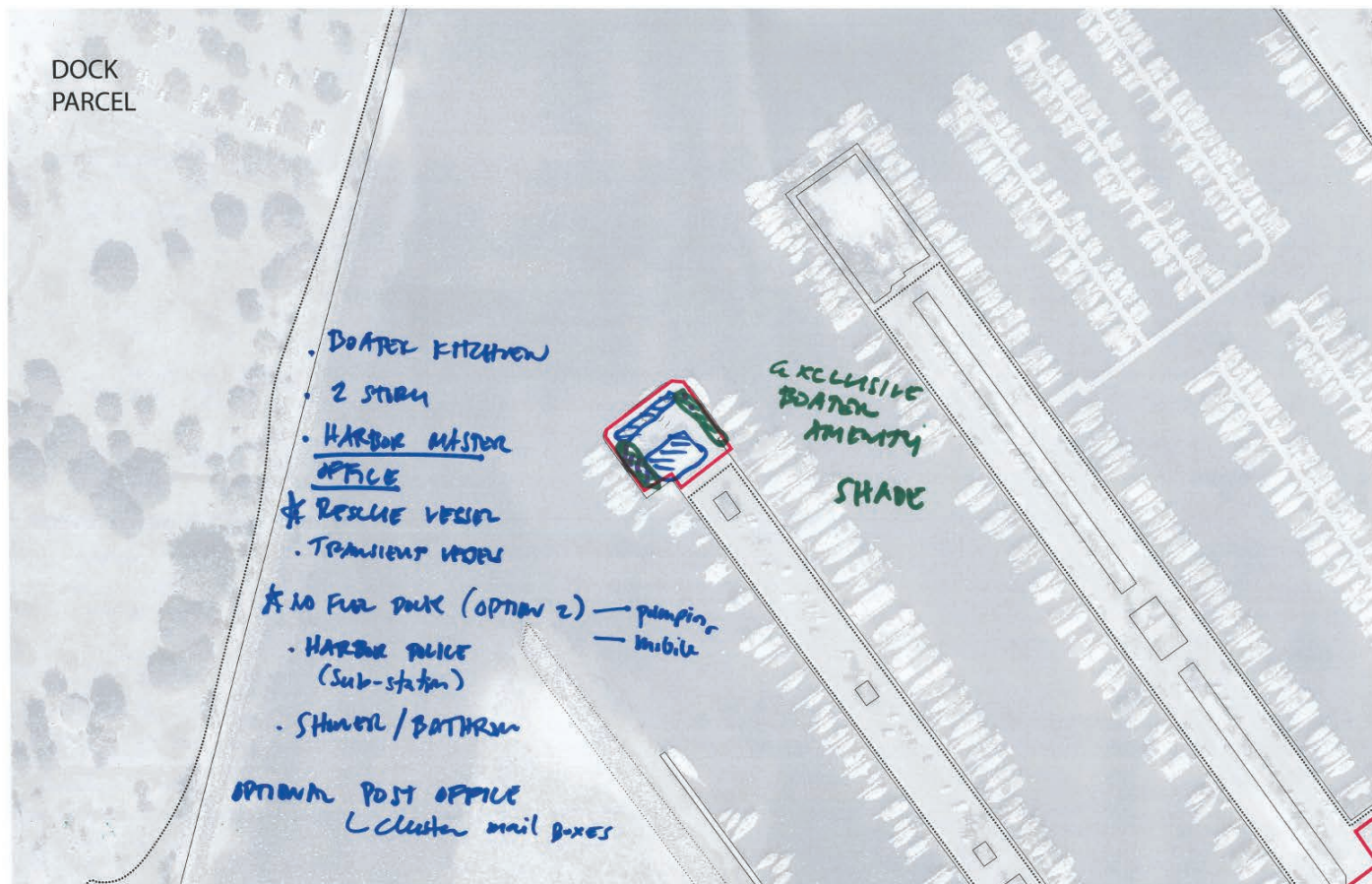
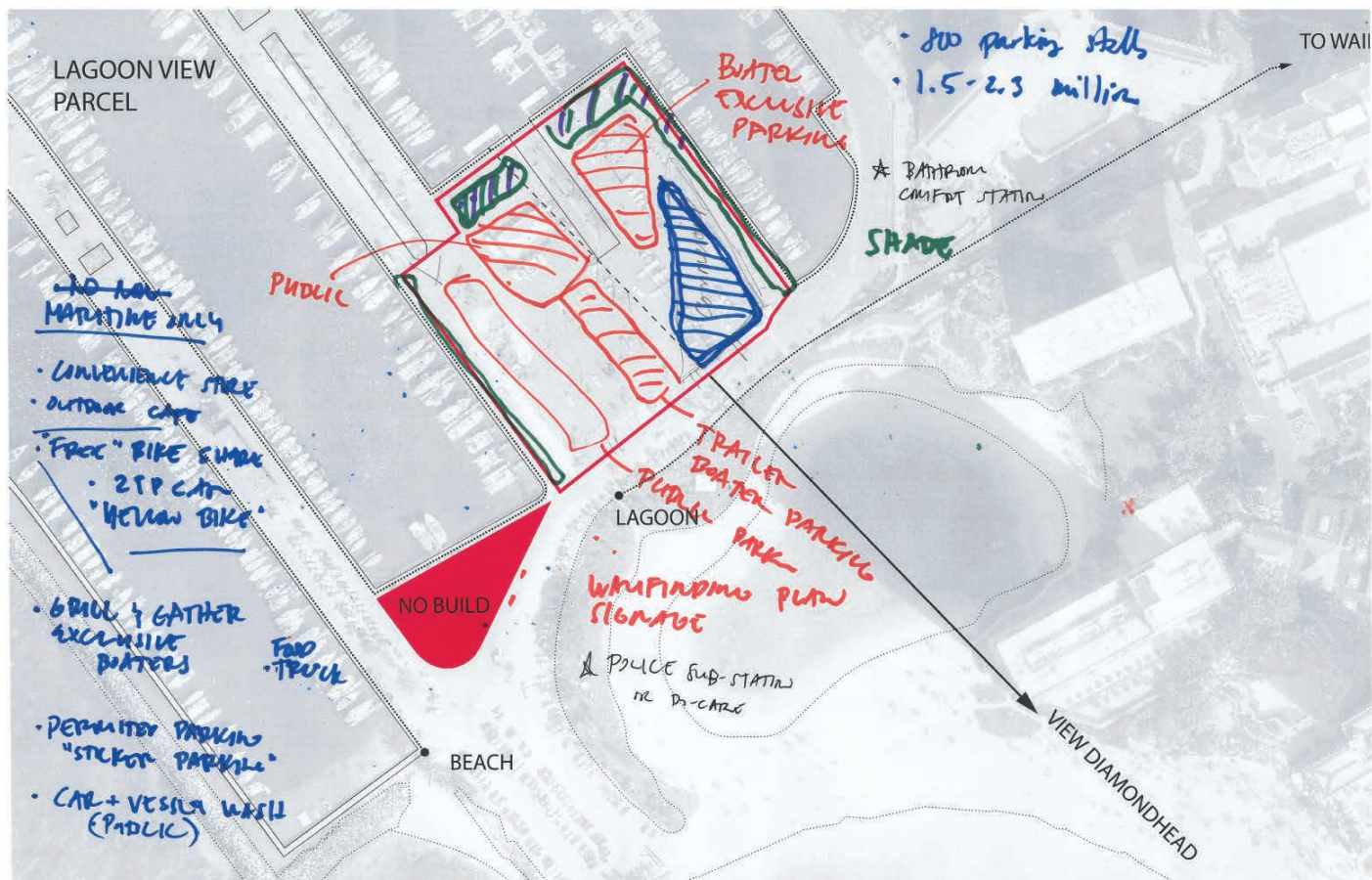
- Can see the advantages of having the fueling station at this site but it would create wear and tear on the dock as it is fill land
    - There has to be a fuel doc, but can see the advantages and disadvantages of having the fueling doc at either Gateway or fueling doc site
  - Cluster mail boxes
- Lagoon View Parcel
  - Everything has to be maritime related
    - Primarily for boaters
    - Recreational boating
    - Surfers, body boarders, paddlers
  - Need to keep the ramp area open so boats could continue to come in and out
  - Car/vessel wash
    - Open for commercial public space
  - Parking
    - Trailer parking stalls
    - Exclusive parking for F&G docs
    - Keep public parking
  - Need permitted sticker parking
  - Commercial activity would be concentrated on the mauka/diamond head corner
    - Convenient store, laundry, outdoor café
  - Important to be cognizant of parking
  - Should have a bikeshare program (yellow-bike – free) or carshare program
  - Greenery – for boater use only
    - Grill and gathering area – exclusive for boaters
    - Boaters pay so there needs to be more amenities
  - Signage – triangle lot is good area
    - Bathroom locations, map of harbor, etc.
  - Try to keep the public the Diamond Head side of the Harbor
  - Do not want to see a bar in this area
    - Social café is okay
- Funding
  - Pulls in \$1.5 -2.3 million every year
- Wifi
- Fueling station
- Pumping station or mobile unit
  - Should be located wherever the fuel site is
- Need coordinated landscape plan
  - Whatever can be done to camouflage
  - Shade, low maintenance, fragrant (if possible), etc.



- Heidi Bornhost would be a good person to consult on this
  - Even parking could have pavers/grass to add more greenery
- Workout stations along the docks – include signage indicated mileage
- The area is not under-utilized, it just may not be utilized all the time







# APPENDIX M

Modern & Hilton Notes



## DTL, LLC

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## notes+

Project	Ala Wai Small Boat Harbor
Description	Stakeholder Meeting – The Modern & The Hilton
Date/Time	November 20, 2017
Attendees	Stakeholder: Douglas Rucker (Modern GM), Jerry Gibson (Hilton VP), Rick Egged (WIA) DTL: Lehua, Kirra, Sean

### GENERAL QUESTIONS/COMMENTS

- What's the height restrictions?
  - No height restrictions
- What's it being built on?
  - Fill
- Bring the helipad back (originally located on the Diamond Head corner near the Hilton Lagoon)

### WALKWAY

- Try to preserve a walkway along the beach/shoreline – As you connect to the Ala Moana bridge to the boat harbor sidewalk, there is nothing safe or inviting about it. Sidewalk should link up to Hilton (and go up Saratoga to Kalakaua) since beach too narrow from Fort DeRussy to Ala Moana.
- WIA has been pursued by different people to make a contiguous walkway, but the reality is that we're losing the beach and we cannot have people safely walk along the ocean. Clean up the harbor and map out a better pathway.

### ECONOMICS

- Not charging enough for the slips -- rates should be no lower than Ko OLina
- Don't need another night club, need restaurants or beautiful townhomes (include
- Some of the boats are being rented as AirBnB
- Maybe there's too many slips – trying to do too much with boating and not enough on the destination side
- Timeshare doesn't work, nor does a condo-hotel
- Hilton is adding more rooms, but not hotel rooms

### HEIGHT

- Don't ever want a high-rise (no more than 3-4 stories high)



## DESTINATION VISION

- Set our sights higher re: new Harbor Facilities (like Boston, Laguna, SD Gaslamp but on water)
- Make it a destination. Work with a major developer and have a larger vision than just the 3 parcels.
- What other facilities would make this area a destination?
- Not going to get good development on the selected parcels unless you think about the harbor as a whole
- Can't do this project half-way. If parcels are connected to each other, you cannot bid out each parcel independently.
- If you put too many restrictions on it, the less you're going to get anything good.
- You should ask for RFPs at two levels (Master Plan scope to do the whole picture and then another that lists available lots)
- Piecemeal development will not solve any of the problems, just make it worse
- Market ourselves as the middle of Waikiki, not at the edge. If we say Gateway, it implies that. And we don't need a visitor center.
- State should consider a similar arrangement like Kewalo
- Attract more of the Transpac people and those coming to do races. Ferries.

## PRIVATIZATION

- Could you privatize the harbor?
  - Would need to look at the law, but as long as the harbor is used for recreation, it's possible
- Density issue – if you build things without the parking/infrastructure, we are going to create congestion
- Privatizing could be a short-term solution but there aren't a lot of good looking boats that might align with a new vision
- Not enough policing and going this route would allow for better management

## ENVIRONMENT

- It's essentially a cesspool
- Water not moving enough
- Modern can see the oil slicks
- Floating docks make it worse because the water doesn't go through. If you make the slips stationary, then you can pump it underneath
- Hilton Lagoon flushes in and out 5 times a day

## CANAL SITE

- Boat barn
- Waterpark
- Green space





- Would have to be requirement (?)
- Retail on the first floor and parking on the 2<sup>nd</sup> and 3<sup>rd</sup> level
- Don't need retail unless it's geared at the boating people
- Things associated with the harbor
- There's no parking to attract retailers
- Cultural attraction?
- No residential or retail without parking
- Rooftop restaurant
- Bicycle friendly
- Could the Yacht Club go there?

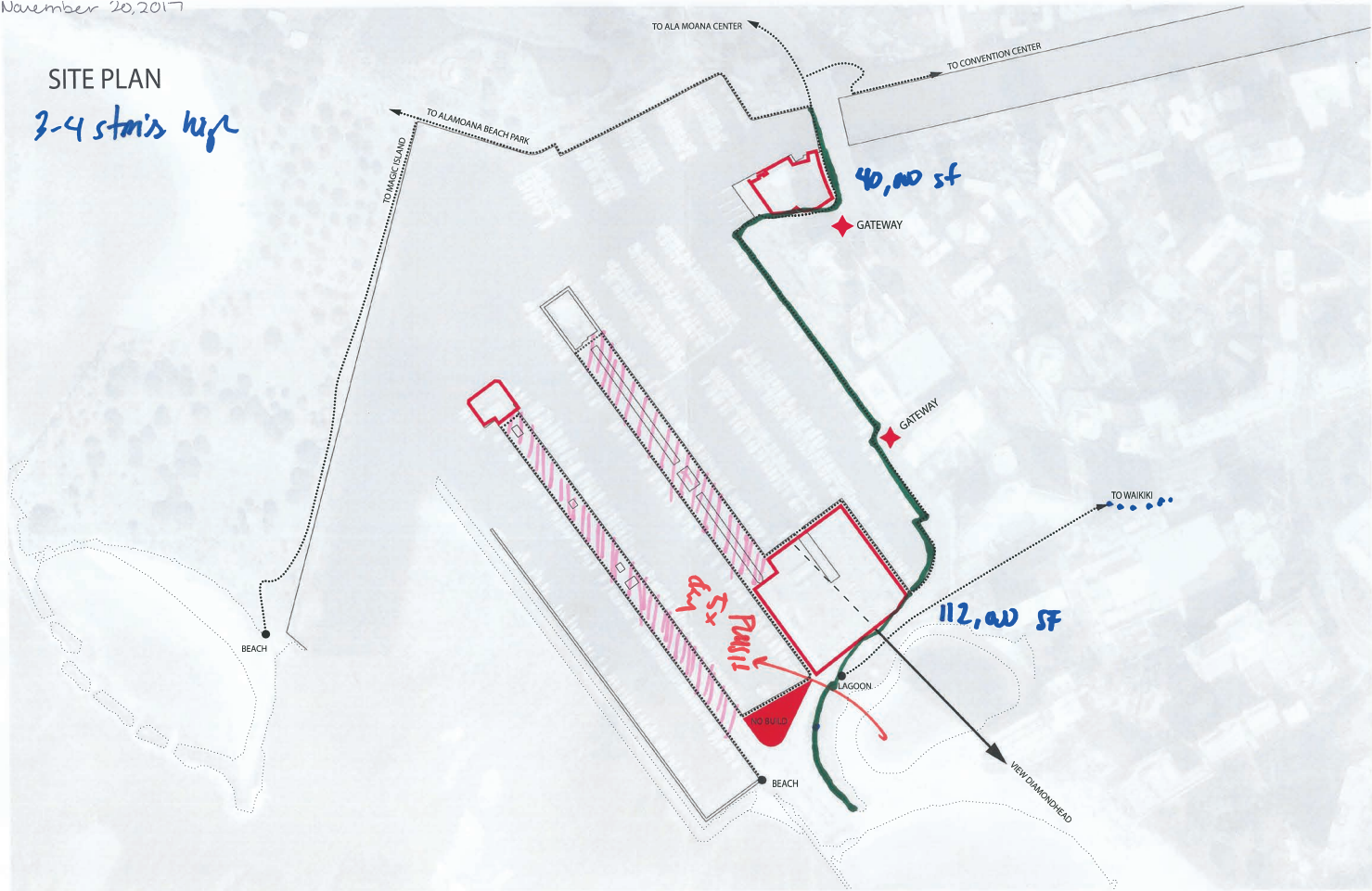
#### **OLD FUEL DOCK**

- Moving the Harbor Master's office here sounds like a good idea

November 20, 2017

SITE PLAN

3-4 stories high



# APPENDIX N

Ilikai Hotel & Hawai'i Prince Notes



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## notes+

Project	Ala Wai Small Boat Harbor
Description	Stakeholder Meeting – Ilikai Hotel & Prince
Date/Time	November 27, 2017
Attendees	Stakeholder: Charles Abbott (Prince Waikīkī); Wes Kawakami (Ilikai Hotel) DTL: Lehua, Sean

### General Comments

- Any potential developer is going to be interested/concerned about the maintenance and management of the harbor itself
- No high rise across the site
  - This would not make residential or hotel likely
- The whole area should be a safe destination
- A small drydock (if possible could make sense)
- It's a shame that there is not more investment in the harbor

### Gateway

- The gateway parcel should include the comfort station and docks along the parcel
- No one in non-boating wants anything to do with the fueling station and drydock
- A tall building would be an eyesore; something lower would make sense;
- 1-2 stories of retail, walking area, green space would make sense
- Could utilize the slips for charters, drop-offs/pick up
- West coast of US is a good example – retail, restaurant, place for boat drop-off pick-up
- There is a lot of foot traffic along Ala Moana
- A fuel doc would create a lot of odor
- Dry-dock wouldn't make sense
- No residential component – it would be highly controversial
- The street side should be aesthetic pleasing and inviting– the in cultural elements
- Programing open space would be possible, but would need to be allowed to restrict use (ie no tents, etc.); include would need some type of retail
- The waterway would need to be cleaned up to make it viable as well
- Not really the “Gateway,” but more central to Honolulu (Waikīkī one side/Kaka’ako, Chinatown on the other
  - Draw on cultural aspect and history of the area
  - Could include a small center to inform people about Kālia





#### Harbor Master Site

- Parking still needs to be maintained – this will be a big issue and a priority
  - Should be a reasonable rate
- High-rise would not be supported, but something 4 stories or lower
- There is a lack of restaurants in the area – Aside from the hotels, Harbor Pub and the Charthouse are really the only options around the Harbor
- With all of the hotels and residences it seems there would be the critical mass for F&B and retail
- A place for ice would be helpful – boaters are currently coming to the Ilikai asking for ice

#### Fuel Doc Station

Harbor amenities should be consolidated here – fueling, Harbor Masters office, etc.

November 27, 2017

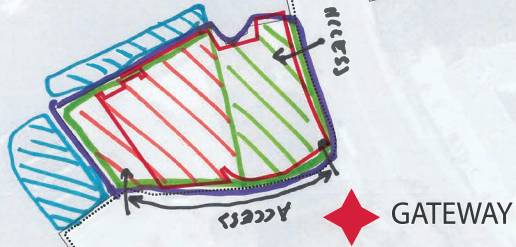
WAIKIKI GATEWAY  
PARCEL

HARBOR GATEWAY  
CAVIA SITE  
STREAM SITE

TO ALA MOANA CENTER

TO CONVENTION CENTER

PARK



LAGOON VIEW  
PARCEL

TO WAIK

LAGOON

NO BUILD

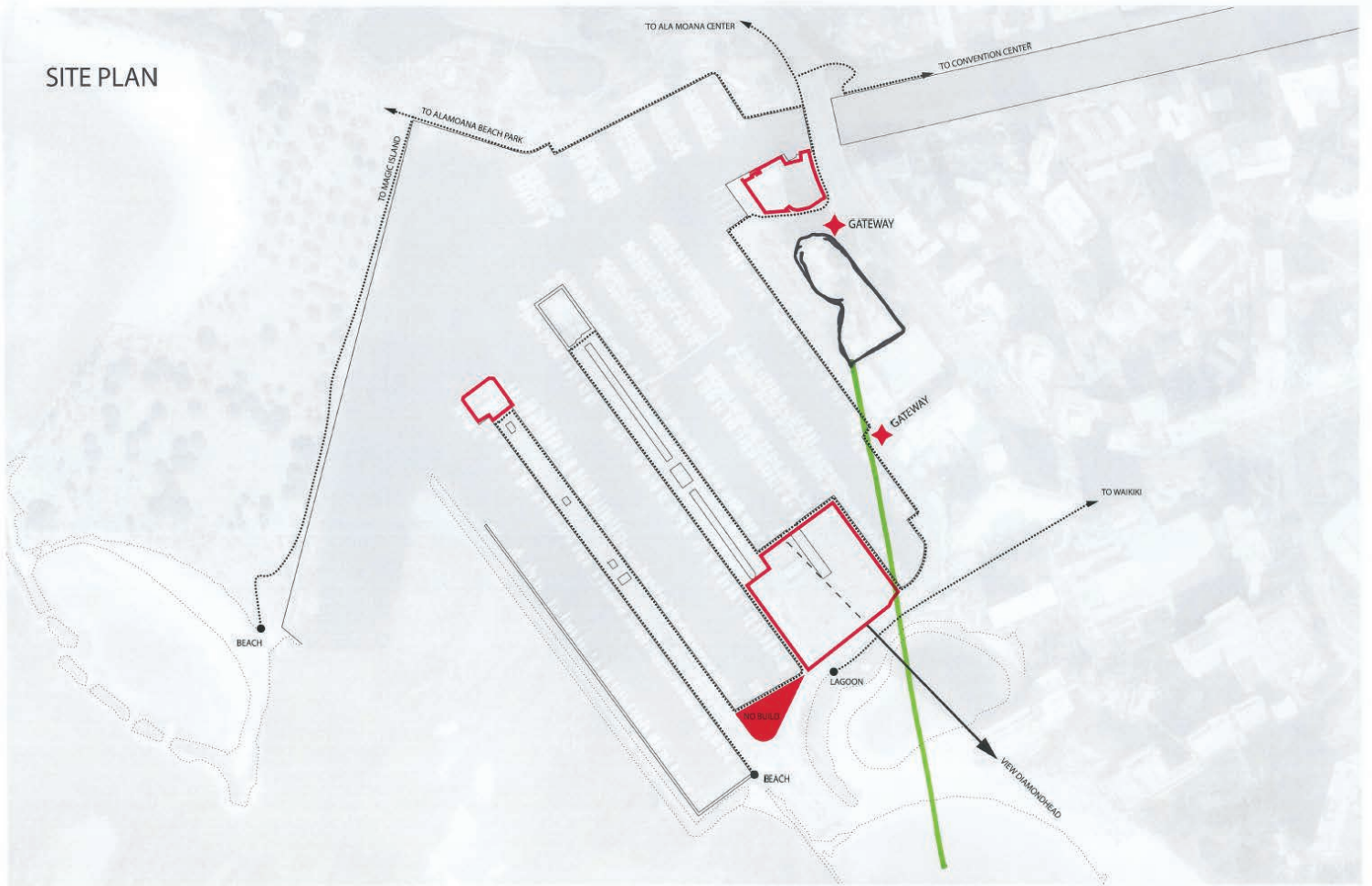
BEACH

VIEW DIAMONDHEAD

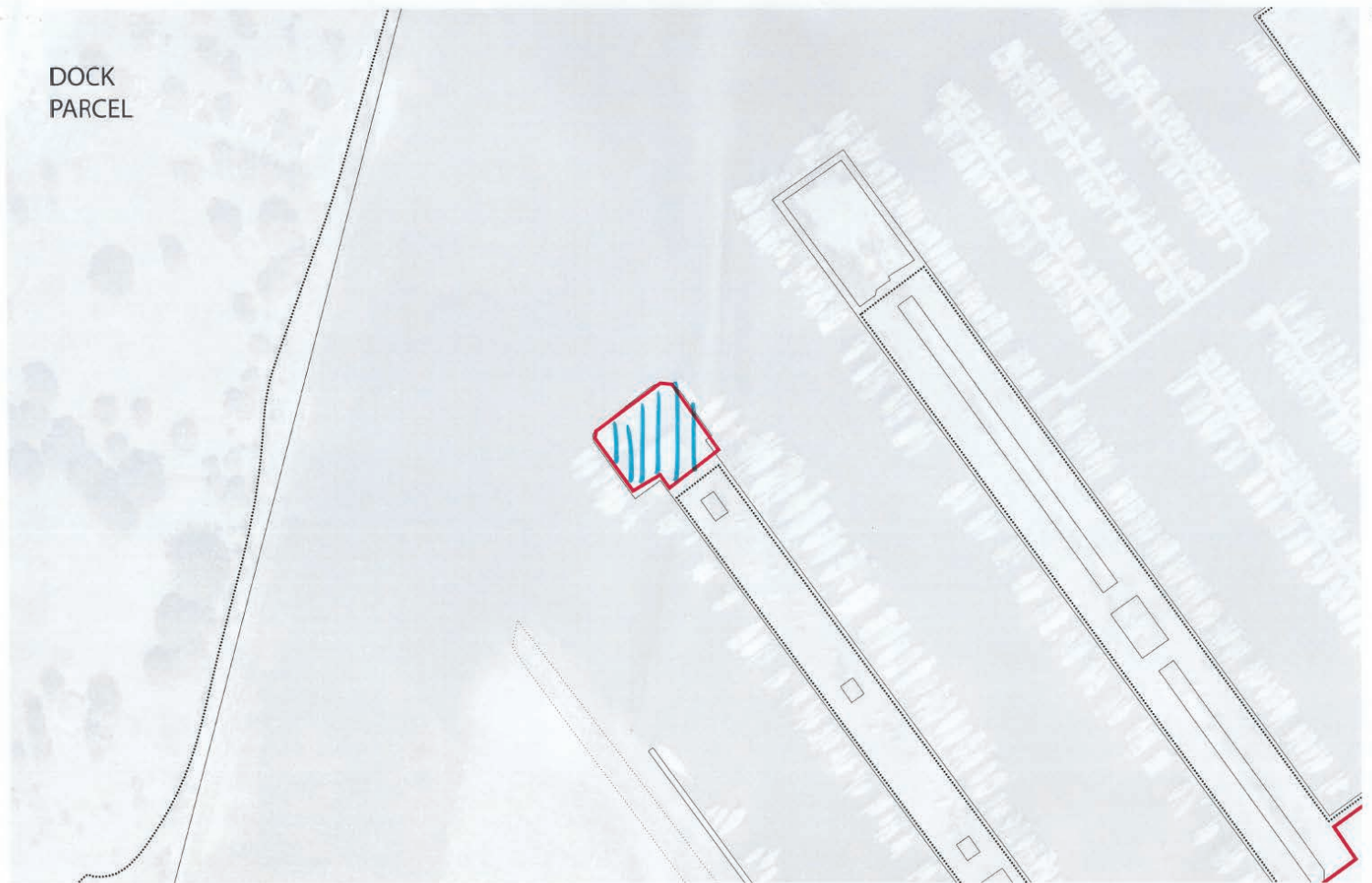




# SITE PLAN



# DOCK PARCEL



# APPENDIX O

Save Our Surf





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# notes+

Project	Ala Wai Small Boat Harbor
Description	Stakeholder Meeting – Save Our Surf
Date/Time	November 30, 2017
Attendees	Stakeholder: Keone Downing (Save Our Surf) DTL: Lehua, Sean

## Parking & Access

- Save Our Surf is about parking & access
  - Needs to be policed and kept for ocean users – not construction workers, hotel workers, etc.
- Gateway could be a parking lot in the interim to allow workers and buses to park there

## Return to the Purpose of the Harbor

- Need to go back to what the purpose of the Harbor is
  - What is the main purpose? Why was it created? What was it supposed to address?
  - Have we kept that up?
  - Go to the Department of Transportation for the purpose of the Harbor and how it started
- What is the harbors intent?
- What should it be?
- How do we maintain the intent with making it the best we can?
- Why was it built? Is that intent currently being filled?

## Other Comments

- People are tired of wedding chapels, retail, etc.
- Homeowners & boaters want it fixed, ocean users want green space and access
- People are working in silos, so you're not going to make everyone happy, but what are the most important things that we can agree on and work from there
- Create 3 options: One plan that is open space, one that reflects public feedback, one based just on what the Harbor could sustain self-sufficiently

## Maintenance

- The coral from the area was used to fill Ala Moana
- Fuel dock is falling is because the fuel tanks are rusting
- The weight of the pier is an issue, which affects what is on the fuel dock site

# APPENDIX P

Digital Comments

**Jeff Hossellman, 7/10/17**

Ed,

Signed up for Ala Wai meeting tonight.

My feeling is we must plan for a future which includes a very active small boat harbor. We have just recently converted to a mixed use harbor, commercial and pleasure boats. That will continue to bring more and more users to the harbor. They will use the space for boating on both private and charter boats. Charter boats allow more citizens to experience the beauty of the sea without the expense of ownership. It gives me great pleasure to see the charter boats leave the harbor filled with people. Promote that as best you can.

For this harbor we need a haul out yard for boats under 40 feet. We need a marine store with a decent shop to repair boats. We need a fuel dock. We need space for trailer boats. Maybe a space for dry storage racks that are very common elsewhere.

Just because the State is having some difficulty managing the harbor in a manner that promotes active boating does not mean it will always be that way. At some point, somehow, things will turn around. Perhaps a public/private operation is the best answer.

Thanks for your service.

Jeff

---

**Matt Matunas, 7/12/17**

"Couple things from my perspective and the reason I use Ko Olina vice Ala Wai...

- There's no operational fuel dock (really, 699 slips and everyone has to get fuel somewhere else?)

- No shop there to purchase anything! Beer, soda, ice, boat and fishing items, etc. Heck, you could probably make a ton of money selling Ala Wai Marina shirts to tourists and locals out of it as well!

- It looks like the ""hood"". Due to it's proximity to the downtown area, this SHOULD be Oahu's premier marina with shops and tourist attractions, but sadly it looks like something out of a third world country. It's hard for residents to be proud of and utilize something that looks the way does."

---

**Gordon Morris, 7/14/17**

"I attended Monday meeting. Congratulations to you team. I thought it was a good start. I've been a slip occupant since the 70's at Ala Wai and Keehi, owned and operated a sailing adventure club out of the Ala Wai for 12 years, and founded (and currently direct) Captain's Club, a 501 (c) (3) sailing organization that teaches and involves Foster Children in sailing. I have a real interest in seeing the Ala Wai achieve it's greatest potential for our state as well as our maritime community. Mahalo nui for your efforts and best wishes for the creation of a successful RFP for all."

---

**Sam Monet**

7/21/17

"Favorite memory: Surfing in the 1950's with my Hawaiian uncles at what is now called Kaisers

Ala Wai Small Boat Harbor is: the only state entity that has positive cash flow and the least respect from DLNR. Ed Underwood needs to be replaced, he is the problem here

Ala Wai Small Boat Harbor should be: was developed by my parents for local boaters and surfers, not a play ground for tourists and surf schools, the boat yard and fuel dock facilities should be restored, surf schools should be restricted to 10 am to 3 pm and must use foam boards only, for safety of local surfers and tourist, I must, I will file another lawsuit to enforce US supreme court ruling that will force DLNR to restore prior use at boat yard and fuel dock."

---

**George Parsons, 22-Jul**

"Favorite memory: What I thought was a beautiful harbor 40 years ago, and thought in the years ahead it would only get better. Sadly I was wrong.

Ala Wai Small Boat Harbor is: Really lacking by not paying attention to boaters needs. I.E. Drydock facilities to repair boats. Not providing fuel to all these boats is a travesty! It borders on abuse, not to mention the dangers of storing fuel in storage cans on the docks. Buying fuel from the street and paying road tax is not fair.

Wedding Chapels for rich Japanese tourists was never a good idea. Harbor needs to be consecrated for boats and boating essentials.

Ala Wai Small Boat Harbor should be: Ala Wai Harbor should be a showcase to Oahu. Modern mooring docks, small but well maintained DRY DOCK, FUEL DOCK, for the 800 some boaters that use the Harbor. Water in harbor needs to be free of debris. Bacteria from canal and debris is unacceptable, needs to be cleaned up."

---

**Anonymous, 7/24/17**

Ala Wai Small Boat Harbor should be:

<http://www.berkeleymarine.com/news/bmc-fuel-dock-goes-green-renewable-diesel>

---

**Patricia Kesling-Wood, 7/25/17**

"Aloha,

My husband and I participated in the ""workshop"" regarding the long term plans for the Ala Wai Small Boat Harbor. My husband was raised here and I've lived here for more than 25 years. We have been boaters since the early 70's. I take exception to the wording used in the workshop about dealing with the so-called ""under utilized"" portions of the Harbor.

Two of the portions (the old fuel dock and the boat yard) were very highly utilized UNTIL DLNR/the state closed them and dismantled them- These both NEED to be reinstated.

The other portions include the harbor office and the storage for boat trailers and small craft - how is this portion considered under utilized? We need a harbor office- it is near the boat ramp and highly used not just by recreational users but by the life guards and emergency vehicles. Many of the so-called ""under utilized"" portions of the harbor are packed with activity whenever there is filming which ends up being at least twice a month or more for several days at a time. The Ala Wai Small Boat Harbor is just that: A SMALL BOAT HARBOR. I do NOT favor adding any more development - the State needs to reinvest the money that the harbor generates into docks and facilities repair. It is absolutely unconscionable that a state with so much coast line and potential for boaters of all levels does not keep ANY of its harbors in good repair. The Fuel Dock/Pump out station needs to be reopened and the boat yard needs to be created again.

Not a condo

Not a restaurant

Not a ""pretty walkway"" for tourists

Not shops

Not a hotel

IT NEEDS TO REMAIN AND BE SUPPORTED AS A SMALL BOAT HARBOR with all the ancillary services that are required.

Mahalo,

Patricia Kesling-Wood"

---



**Cindy Jacobson**

7/29/17

"I missed your Ala Wai harbor meeting, please put me on your information network. Who hired you?"

---

**David Perrigo, 8/5/17**

Your organization has apparently been hired to master plan development of the Ala Wai boat harbor parking areas, harbor master area, and the so called "Honey Bee" parcel. My question is who hired you? Is it DLNR or some other agency?

---

**Fran Hallonquist, 8/10/17**

"Favorite memory: We have had a 35 foot sailboat in the harbor for 35 years. We do not live on it. Taking our kids out on the sailboat hundreds of times is what we remember. The joy of sailing off of Waikiki. We also remember the ohana of the harbor. We all would gather at the fuel dock for sodas and hotdogs. We would walk over to the boat supply store for spare parts, etc. Hosting transpac boats was always fun.

Ala Wai Small Boat Harbor is: just what the name says...a small boat harbor. DLNR has tried for years to commercialize/privatize this area to the detriment of the harbor boats. We have no fuel dock, no place to buy ice or a drink, no haul out area, no place to buy boat supplies. The piers are deteriorating. This past Transpac, the visiting boats were aghast with the lack of harbor support...no where to do laundry, or buy ice or even buy a coke. This is not the way to present ourselves to the world given we are surrounded by water. Boats should be an integral part of our lives...not incidental to what we are as a community. The state took out our store, fuel, and boat haul out in 2009...here we are 8 years later with nothing. It is shameful what this has become. I am nearly 70 and my husband is 76. We would like to have our grandchildren have joyful times on our boat also. But we do not feel the harbor is now safe or inviting. Most boaters feel that the DLNR wants to get rid of the harbor and/or turn it into a totally commercial operation to make their bottom line look good. They have already taken a whole row of slips in front of the Prince and put in commercial boat operators.

Ala Wai Small Boat Harbor should be: Just what the name says. A SMALL BOAT HARBOR. Not a place for wedding chapels or high rise condos. We need a fuel dock, a boat supply store, a small general store, a place for visiting boats to do laundry. Please just make this a world class boat harbor. We have sailed 20,000 miles on our boat to dozens of harbors around the world and we have seen what can be done. We are ashamed of our own harbor."

---

**Patricia Kesling-Wood, 8/13/17**

I would like to know who is paying DLT for conducting the workshops on the Ala Wai Small Boat Harbor and how much it is costing.

---

**Peter Webb, 8/12/17**

Ironically, what the Ala Wai Harbor needs is what it had. It needs a fuel dock and a holding tank pump out station. (Please imagine where all the sewage from the liveaboards is going right now....) The space occupied by the old boatyard should remain dedicated to ocean use--either as a rebuilt boatyard and chandlery, or as the site of a sailing school and sailing club where people could learn to sail and have inexpensive access to shared small boats. A canoe hole could be part of this site. None of the Ala Wai Small Boat Harbor lands should be used for non-ocean access purposes: no wedding chapels, no condo development, no restaurants, etc. There are lots of other places for these facilities. There is only one Ala Wai Harbor, and it needs to continue to be a harbor for the people of Oahu.

---

**Colleen Trim, 8/30/17**

"To Whom it May Concern,

I am a Canadian who stays at the Ilikai every year for five months from 1 November to 1 April.

My rental unit looks out at the harbor.

My thoughts are as follows:

The noise in Waikiki is untenable, it is unrelenting and without mercy. Please do not add anything that will increase the noise that already exists from the Hilton, the Ilikai and the Modern. It has become like a cheap Times Square rabble rousing location rather than a luxury locale.

The more people, the more traffic and accidents and the more gunning motorcycles and scooters, roaring cars and police, EMS and fire sirens.

The harbor is filthy and smelly. It needs weekly cleaning. Every now and then the Sierra Club tries to clean, but that does not last long.

The harbor is dangerous. If anyone fell in they would need a tetanus shot immediately.

The harbor area is already full to capacity with people and cars. It is very busy and hectic, not enjoyable.

Please, whatever you do, try to reduce noise, reduce the overcrowding and try to make it more peaceful, friendly and calm and clean.

With rising waters due to climate change, it is not recommended that infrastructure at the be built at the harbor that will inevitably be flooded.

If the ocean view were removed, I would not stay at the Ilikai, I would stay somewhere else, likely another island.

Maybe a few more food trucks would work. They would pay rent.

My best thought is to try to sell more memberships at the yacht club to associations and hotels rather than to just individuals.

If the Ilikai, Prince and Modern purchased memberships at the Yacht Club, that would be great marketing for the hotels and for the Yacht Club. If I were told that part of my stay included part time membership at a yacht club, I would be thrilled. The Yacht club could then offer more entertainment which would increase revenue. (Noise from the Club does not travel to shore I have noticed.). The Ilikai could stop paying for horrible music on its terrace and could send people to the Yacht club instead. Win, win, win, win.

I would also start Yacht Club Association memberships for: each country so tourists from every country could go to the club.

The Greek Association of Hawaii

The German Association of Hawaii

The Canadian Association of Hawaii

Etc.

These would generate revenue for the club every day and every night without too much extra noise or traffic. More revenue: more taxes.

Well, these are my initial thoughts. To me, the best way to increase revenue is to increase the use of the existing Yacht Club. No need for more building, just much better marketing and use of the Club House.

Hope this is helpful and keeps Waikiki from going further into a Coney Island/Times Square glitzy, noisy horrible place.

Thank you for this opportunity.

C. Trimm"

---

**Chuck Dougherty, 11/22/17**

"Thank you for an opportunity to provide some input to the planning for the future of the Ala Wai Small Boat Harbor.

First of all, let me say: "IT'S ABOUT TIME!"

My background:

My 40 ft. sloop occupied slip 718 in the Ala Wai for 22 years. I held a U.S. Coast Guard 100 ton license for 15 years. I am a retired college professor emeritus. I also was a U.S. Coast Guard approved "Adjunct" Instructor & Examiner, for the Hawaii Maritime License Center, and managed boating and marina operations for the County of Santa Clara for 15 years, I currently live in San Jose, CA. I have closely followed the "goings on" in the Ala Wai for over 30 years.

Here is my suggestions for the future development and management of the harbor:

1. Relocate the harbor office to the site of the old dry dock & repair facility site next to the Ala Moana St. bridge;
2. Develop the current site where the harbor office is now, into a new haul out and repair facility, and fuel dock;
3. Develop the end of the 600-700 row, where old fuel dock was, into a commercial dock for ocean recreation activities, such as: para-sailing; scuba diving; sight seeing tours; weddings; yacht sales office; include a food & beverage service; designate a couple slips as permanent moorings for State fire & law enforcement vessels for emergencies; it takes far too long for emergency vessels to arrive and launch; Many years ago I was involved in the failed rescue of a HFD Capt who had a heart attack and drowned in the marina before the rescue boat and crew could get there. Had a rescue vessel been in the water & prepared to go, the fire Capt might have been saved.
4. Finish up-grades to old deteriorated docks; eg 700 row;
5. Refurbish all public and tenant (boat owner's) bathrooms. The State should be ashamed and embarrassed over their current conditions
6. Develop pedestrian view stations on the 800 row; ie, small patios where the public can view & photograph sunsets, watch the Hilton's Friday night fireworks; etc
7. Plant more palm trees on the medians separating parking spaces; one for each vehicle space;
8. Increase mooring fees incrementally; for example: 10% for slips less than 20 ft; 20% for slips 21 to 30 feet; 30% for slips 31 to 40 feet; 40% for slips 41 to 50 feet; and 50% for vessels over 50 feet long. My reasoning is: the bigger the yacht, the more the owner can afford; Add a 100% premium/sur-charge, (double) for non-Hawaii resident boat owners.
9. Crack down on "sneak aboard's"; persons living on boats without live-aboard permits; enforce the rules!
10. Increase rent for the yacht club. That facility should be open to the public

Thank you for considering my suggestions,

Dr. Chuck Dougherty

Park & Recreation Commissioner

San Jose, CA"

---

**R. Randel, 11/28/17**

"Ala Wai Small Boat Harbor should be: Maintained as a boat harbor and place where local residents can access the ocean. We do not need another hotel built there. No building taller than a single story should be built there. Many residents and businesses would be negatively impacted by another hotel or tall building on that site. It is not needed or wanted. Keep it as a boat harbor with no building taller than a single story."

---

## **Anuenue, 11/28/17**

Favorite memory: The last beach in the Waikiki ahupuaa to be known as a local/traditional recreational usage area without too much commercialization. Comfortable community with surfers, kayakers, canoe races and much more activities that locals can enjoy as lifestyles and non-exploited Hawaii culture.

Ala Wai Small Boat Harbor is: I small piece of what still exists as non-exploited Hawaii culture. Where locals are comfortable and not surrounded by the corporate Waikiki.

Ala Wai Small Boat Harbor should be: Left alone! More funding for maintenance.. Not more buildings to spend more maintenance money. The store should be reopened and better operated dry docks. Ala Wai Small Boat Harbor is: I small piece of what still exists as non-exploited Hawaii culture. Where locals are comfortable and not surrounded by the corporate Waikiki.

Ala Wai Small Boat Harbor should be: Left alone! More funding for maintenance.. Not more buildings to spend more maintenance money. The store should be reopened and better operated dry docks."

---

## **Don Stabbert, 12/4/17**

"Ala Wai Small Boat Harbor should be: RE: The future of the Ala Wai Harbor: Looking ahead

Dear Ala Wai Workshop members:

Here are the 3 principles I propose:

1. Development of the four parcels must be done consistent with the clean-up of the Ala Wai canal and boat harbor. Any new development should not add pollution of the canal or harbor.
2. Development of the four parcels should be focused on recreational boating.
3. A revitalized boat harbor and marina facilities should be managed by experienced commercial professionals, who have demonstrated their expertise.

Improving the water quality of the Ala Wai must be a priority. Planned development and use of the Ala Wai properties must be part of the Ala Wai watershed cleanup program. The balance of the Ala Wai properties should be used to support recreational, non-commercial water craft activities. Parcel A should be used to provide space for storage and launch of recreational boats which would free up land around the canal for settling ponds to filter and treat storm water runoff before it enters the canal

Ala Wai Harbor needs to be dredged to rid the canal and the marina of all contaminants. All contaminant sources need to be removed from the Ala Wai Harbor. The Ala Wai Marina more sewer pumpouts, ideally a pumpout connection adjacent to every boat (either piped facilities to each dock or a pump out boat run by the marina). At SBMC, [www.sbm.com](http://www.sbm.com) we added pumpout connections to each boat slip at SBMC and find that the boat owners do make consistent use of the hookups. When we had a remote single pumpout location, it was rarely used.

The Ala Wai Marina does not need: a fuel dock, a marine repair shop, a boat yard, a haul out area, a sail loft, a convenience store.

### **FACTS**

- **FUEL DOCK.** Kewalo Basin has a permit and is building a fuel dock with 20,000 gallons of fuel onsite, 10,000 gallons of gas and 10,000 gallons of diesel.
- **MARINE REPAIR.** Currently, boats in the Ala Wai marina require work but there is not enough demand to support mobile mechanic with a step van, let alone a full-time marine repair shop. Much of the boat work these days requires specialists for example engine specialists (e.g. Cummins, Caterpillar, Yanmar); electronics specialists (Furuno, Garmin, Raymarine); etc.
- **BOATYARD.** Fiberglass repair, painting, and woodwork is dirty, messy work and should not take place in the Ala Wai as it would conflict with current plans to clean the Ala Wai.
- **BOATYARD WATER TREATMENT.** Technology exists to treat and clean water leaving a boatyard. Storm water RX is available, and it costs more \$100,000 for the installation and \$1,000 per month to maintain the system.

- At SBMC in Seattle the water leaving the shipyard is treated to drinking water standards before entering the Ballard ship canal.
- The DLNR has done a poor job managing to Ala Wai marina.
- SAIL LOFTS require a large expanse of floor area and need to be located where rents are the cheapest, current rents for the North Sail loft is \$2 per sq. ft.
- CONVENIENCE STORE. An ABC store is located across the street for the convenience of boaters.
- Since fuel service will soon be available at Kewalo Basin, there is no longer a need for a fuel dock in the Ala Wai.
- The demand for boat work in the Ala Wai is far too low to support a boat repair facility, a machine shop, or a sail loft.
- A haul out yard is far too messy and dirty making it an inappropriate use of the Ala Wai parcel. The cost of environmental remediation and meeting clean water standards would make the yard cost prohibitive.

Don & Sharry Stabbert maritime background:

Sharry and I have been coming and going to the Ala Wai since 2009. We love Hawaii and we have a passion for cruising the island. As a couple, we sailed one design in Thistles together for 10 years and raced one design class Cal 40's for another 10 years. Since purchasing Starr [www.mvstarr.com](http://www.mvstarr.com) in 2000 we have logged 90,000nm which includes one Atlantic and 8 Pacific crossings (7 Pacific crossings since joining WYC). Starr is currently moored at its slip E18 at WYC and will depart for Kodiak next May/June.

Over the past 12 months we logged 1900nm gunk holing the Hawaiian Islands and spent 89 days on anchor.

In Seattle, Sharry and I and family built and operate two shipyards: Salmon Bay Marine Center and Stabbert Maritime. We are proud to report that Salmon Bay Marine Center is certified as an EnviroStars Clean Marina. Our marine facilities can be viewed at: [www.sbmcc.com](http://www.sbmcc.com), [www.stabbertmaritime.com](http://www.stabbertmaritime.com), [www.mvstarr.com](http://www.mvstarr.com)"

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### **C Trimm, 12/4/17**

"Away traveling and missed meetings re Ala Wai Boat Harbor.

Comments:

This is state land.

All of the state must be consulted not just Waikiki residents. Has this been done? Have there been big newspaper, radio and public meeting campaigns to ensure maximum input?

Please do not develop this harbor to be another inaccessible, expensive, corporate property. Waikiki looks just like every other crowded tourist spot now.

If the problem is homelessness and drug use and no place to sit to watch fireworks, the solution is not to develop the harbour into high rise buildings. There is empty state land on Piikoi and Elm Street that could be developed to serve the poor. Simply clean and maintain the harbor for local use. Not every inch of Waikiki should be money generating. Some of it should be for local use.

Will the DTL consulting documents, paid for by state taxes, be made available before any decisions are made? So far, this envisioning website and survey findings appear very weak and with an end goal already in mind. These little squares for typing comments appear intended to control input. Who would design such an awkward participation and feedback system?

Traffic. There is no room for further traffic in this choked area. Tourists complain about the slow, busy and choked roads and sidewalks. Planners who do not live in Waikiki make these untenable plans and do not have to live with them.

Noise. Waikiki is noisy to the point of irritation. Tourists comment on the noise frequently. New buildings - more noise.

Waikiki has become a fake Disney type place. Do not make it worse. Why travel to Waikiki if there is so little natural about it any more.



Is this harbor not in a floodplain? Isn't floodplain building controlled due to insurance issues? If high rises are built and flooded, do state tax payers pay for recovery?

The reef will not be improved with high rise buildings in the harbor.

Water pollution will be increased by high rises and by increased marina use: oil and gas spills.

How can consultations be held in December if the RFP is to be submitted before 1 Jan? This means the consultations are simply pretend.

Where is the input from Indigenous Hawaiians?

This planning under the euphemism "envisioning" appears to be covering for decisions already made.

Years of noise and dust and construction would destroy this area. People already are preferring to go elsewhere than Waikiki. A good thing is being ruined.

Where is the environmental assessment?

Who who could come up with the idea of building on the local harbor? It is so mean and ill-considered.

Save the AlaWai Small Boat Harbor for locals. Plant beautiful beautiful palms and flowers.

Fundraiser to give Yacht Club memberships to as many young people and clubs as possible. Keep this local, simple and clean.

Thank you for the opportunity to comment. Please get back to me. ( not an automatic response- a real person.)"

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#### **Patricia Harding, 12/4/17**

"Ala Wai Small Boat Harbor is: .....a harbor that does not reflect its cultural historical heritage and beauty of our state. Although there have been some improvements to the docks, the harbor remains in need of restoration.

Ala Wai Small Boat Harbor should be: .....restored and protected. This is a crucial moment for the State to decide whether we have a harbor that is worthy of its cultural and historical heritage: one that we can be proud of, a world class harbor. The restored harbor is one that provides a welcoming haven for seafaring voyagers; a harbor that provides a safe and beautiful environment for the visitors and residents alike to enjoy, learn and benefit from its rich diversity - the sea, the fish, the migratory birds, the diverse the boating community.

A restored harbor would generate both private and public revenue . We do not need to view economics (money) vs family, community, cultural heritage and nature. A restored harbor would bring sound economics and benefits for all ."

---

#### **Hal & Nadine Davis, 12/5/17**

"We are Hal & Nadine Davis, and we own a condominium in the Ilikai Resort.

Like the rest of the Waikiki Community, we are very concerned about the future development of the state owned parcels of land located at the Ala Wai Small Boat Harbor. Unfortunately we will not be able to attend the Public Visioning Workshop on December 7th because we are currently off island; so we want to let you know where we stand and what our ideas are for the development of those parcels.

Site B is located just to the right as you cross the Ala Moana Bridge over the Ala Wai Canal, entering Waikiki. It is the perfect location for some sort of welcoming structure and signage. Nowhere in Waikiki is there a sign saying "E Komo Mai" or Welcome to Waikiki. There is the Aloha Tower; and the small but famous Haleiwa sign; and of course Hollywood has its famous sign, but there is nothing in Waikiki. The only way you would know you are entering Waikiki is if your driver announces "Now we are entering Waikiki".

So, this is an opportunity to create a memorable landmark and create a favorable impression by developing this parcel with some kind of Welcome Center. The parcel is large enough that there could also be an impressive monument as well as tropical landscaping and commercial space, with parking, a restaurant, and shops .

Site C is obviously the best site for harbor related activities and should be developed with a fuel dock, a ships store, a Harbor Masters office and if space permits, a haul out and repair facility.

Site A is the largest parcel and should be developed with green space, plenty of parking space, a bike and walking path, a sandwich shop and a small village atmosphere. It should be like an upgraded continuation of Ala Moana Beach Park.

Everyone in the neighboring area and people from all over the island use the space for parking and access to Duke Kahanamoku Beach, the Ala Wai Canal, and the Lagoon. This should be the center for beach activities such as canoeing, swimming diving, fishing, sailing and swimming. This area should most definitely NOT be used for a high rise or additional residences. We realize that developing a high rise could make a few people rich, but it would be at the expense of the entire community, including all the families from all over the island who come to enjoy the ocean and the Friday Night Fireworks. I think we speak for the entire community in saying that no one wants a high rise on that property. We would like to see a 15 foot height limit on any development of this parce.

Site D is a small site currently used for parking and it should remain as parking area.

As for the Boat Harbor itself... it contains 699 boat slips... we have been told that there are only about 500 boats in them, and there is a waiting list for people who want slips. If the boat harbor is managed properly, the income from the rental of the boat slips would be more than enough to clean up the nasty debris in the boat harbor, and provide for maintenance of the parking and landscaping.

In closing I have attached a picture of the parcels of land referred to in the discussion and of the Hokulea Homecoming in July, 2017. You can see the huge high rise building blocking the view of the beautiful Ko'olau Mountain Range. No one wants any more high rise building so close to the ocean.

So we are asking that you do the right thing for the community and for the land, practice sustainable development, beautify the land and block any high rise development on the Duke Kahanamoku Oceanfront."

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### **Chuck Dougherty, 12/5/17**

"Favorite memory: I would like Site B to be the base point of two permanent metal rainbow arches across the road & canal. First arch from base point to mauka/ewa side of canal (330ft); second arch from base to mauka/diamond head side of canal (200 ft). They be 100 to 150 ft high and be a "Welcome to Waikiki" symbolic double rainbow. Basically a world class iconic structure. The remainder of this site should be a working catchment and processing area for canal trash. Site A should be a smaller version of Papeete's harbor night-time food court within a day-time park area.

Ala Wai Small Boat Harbor is: Under staffed, under funded, and poorly managed. There are too many junk/poorly maintained boats.

Ala Wai Small Boat Harbor should be: A world class harbor with good facilities. Probably should be managed by a major hotel group as opposed to State offices."

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### **Charles Carrol, 12/6/17**

"Ala Wai Small Boat Harbor should be: As Vice President of the Ilikai and it's former Interim General Manager I have gotten to know most of the residents in our building as well as many in neighboring buildings. As a result, it has been easy for me to discuss the Ala Wai redevelopment matter with many of them. We want to thank you for inviting our participation.

I can summarize what they have told me as follows;

Most believe that the old haul-out facility (site B) alongside the Ala Wai bridge should have a "Welcome to Waikiki" arch, sign, or waterfall that visitors entering Waikiki see and recognize. Crossing the Ala Wai bridge marks the beginning of Waikiki and this fact should be visibly acknowledged. Whatever other business that is located there should not distract from the "gateway to Waikiki" theme.

They think that the old gas dock area (site C) should remain a maritime-centered area, perhaps with the Harbormasters building relocated there, and a small store for boaters and laundry facilities.

The large parcel (site A) that currently includes the Harbormasters building and a Diamond parking lot has generated the most interest by far for neighborhood residents. Almost all believe that this area is currently under-appreciated and underutilized and an appropriate redevelopment would be welcome. What residents consider appropriate consists of retaining the purpose for which the area was originally designated, which was for maritime and recreational use. Neighborhood residents believe that a nicely landscaped area with a sandwich shop, or pizza parlor, public restrooms (there are currently none), and a water fountain (the last remaining one was removed) would be appropriate. These are basic needs for visitors and locals who use the adjacent lagoon, especially on weekends and on Friday "fireworks night".

Some residents have suggested that a nice restaurant could be included in this large parcel, something similar to the John Dominoes restaurant that was previously in Kewalo basin.

All of the neighborhood residents that I have spoken to are strongly opposed to a high rise hotel being built there. Unfortunately, most of them believe that the State has already decided to build a hotel and that and are soliciting stakeholders input merely as a formality. If this is the case the stakeholders meetings have certainly been disingenuous. I sincerely hope this isn't the case.

Residents in our area know that a high rise hotel would block the ocean view from the Ilikai, Ilikai Marina, Modern Hotel, Prince Hotel, Discovery Bay, and Hiltons Grand Waikikian, Hilton's Rainbow Tower, and Hilton's Lagoon Tower. This would reduce the desirability, value, and rental rates of these condos and rooms as well as the taxes they generate. Condos in the Ilikai are selling for \$750,000-\$850,000 for a studio and \$1,700,000 for a two bedroom ONLY because they have an ocean view. Condos without an ocean view condos sell for far less. For our Ilikai owners these condos represent a huge personal investment which would be threatened by a high rise hotel.

From what I have heard from speaking to people is that they want the Ala Wai boat harbor to remain for the benefit of boaters, residents and visitors to our Island. They do not want yet another tall concrete building that benefits large corporations and wealthy off-island speculators. They want this area to remain in a public trust for the benefit of the people as it was originally designated.

Thank you for allowing me to share the input of neighboring residents."

---

**Anonymous, 12/8/17**

Ala Wai Small Boat Harbor should be: do not forget the safety aspect, add a lifeguard rescue team location.

---

**Katherine Cameron & Peter Vaccaro, 12/8/17**

"Favorite memory: watching boats sail out at sunset on fridays.

Ala Wai Small Boat Harbor is: a treasured resource for yachtsmen and a pleasant view for surrounding residents such as ourselves.

Ala Wai Small Boat Harbor should be: a resource for visiting and local boaters (including fuel dock and chandlery) and a visual refuge from high rise madness of waikiki and kakaako."

---

**Rick Kahn, 12/9/17**

Favorite memory: I would hope something could be done to eliminate all the floating garbage that gathers in the harbor. It is a really an eyesore and cannot be very healthy for the marine life. When visitors walk around the harbor and see this it's a huge eyesore for how we take care of our environment and an embarrassment.

---

**Anonymous, 12/9/17**

"Favorite memory: Is when the tour helicopters used to land and take off from the far parking lot.

Ala Wai Small Boat Harbor is: A central part of Honolulu with access for all communities to enjoy.

Ala Wai Small Boat Harbor should be: A coastal harbor area that fits into serene seaside and that's available to everyone."

---

**Gary Miller, 12/10/17**

Favorite memory: The scene from fuel dock of, vessel Minnow departing on a 4 hour tour.

Ala Wai Small Boat Harbor is: Is not capable of being a Fuel Dock Environmental reasons

Ala Wai Small Boat Harbor should be: I think the fuel dock, should be a film set for a film series titled 'Travis magee ' Which could and would feature ,The vessel INTREPED DRAGON ,a unique Chinese junk .Which has been used for scenes in the Raven and Hawaii 5 0 .Good for tourism ,good for environment, Easy for movie .Deep Blue Goodbye for background and scenery and security.

---

**Cindy Jacobson, 12/14/17**

I am a condominium owner in Ilikai and I am opposed to any development in the Ala Wai Harbor area that would be taller than fifteen feet. Any building taller than that would cause a severe and negative financial impact on my property and those of other owners in my building.

I do not believe the public engagement process done by DTL was at all proper. The course of your meetings did not fulfill the public's entitled right to full disclosure of DTL's and DLNR's hidden agenda, and certainly did not provide for complete discussion on this matter with elected officials.

I do not agree with HRS171-6 (19) or with Act 197. They eliminate the requirements of SMA and the requirements of environmental impact studies, both of which are required by Federal law.

The DTL process is in violation of the sunshine law, which requires transparency and openness when dealing with public lands.

Harbors are protected under the Public Trust Doctrine, the same as national monuments, and national parks. They cannot be sold for private profits. A long term lease for profit is the same as a sale of these public lands, they will be removed from the public's right to enjoy access to ocean recreation, which was granted many years ago under it's deed of transfer.

---

**Robert Rodman, 12/14/17**

"Site B is the former site of the small boat dry dock concession – AND – the long time and present site of the VITAL but poorly designed and poorly maintained Ala Wai Floating Trash Trap.

Site B has a driveway (now blocked by a security fence) along the Ala Wai Boulevard sidewalk which leads to the Trash ""Haul-out Pad"" next to the Trash Trap. The Honey Bee Contractor removed half of the existing ""Haul-out Pad"" and this pad needs to be restored and enlarged to accommodate the large and heavy clean out equipment needed to empty the ever filling Trash Trap.

This Trash Trap collects floating debris that is washed down from the Ala Wai Watershed area and huge areas of forests which are dug up by wild pigs. Refrigerators, mattresses, bottles, Styrofoam, basket balls, tree trunks, tree branches and forest compost all are collected in this Trash Trap in large quantities. Ed Underwood has told me that sometimes it's taken 19 large extended trailer loads to clear the Trap after storms. 90% of the trash is forest generated debris.

PROPOSAL: The Trash Trap should be automated with a conveyor built by Aquarius Systems, 200 North Harrison Street, North Prairie, Wisconsin 53153. They are the world's leader in manufacturing harbor and lake cleaning equipment. DOBOR has a complete proposal to automate the Trash Trap by installing a Conveyor built by Aquarius Systems. DLNR purchased a weed clearing machine made by them which cleared aquatic weeds from Lake Wilson. info@aquarius-systems.com

An automated conveyor system would automatically be turned on by proximity sensors when a piece of debris floats up to the water end of the conveyor. It would then move up the conveyor and be dumped into a dumpster on the trash pad.

A professionally designed Trash Trap and Removal System would eliminate most of the debris now found throughout the Boat Harbor and surrounding recreational beaches. The site of the Trash Trap naturally captures most of the trash which floats down the Ala Wai Canal as the trade winds blow the trash against the Waikiki side wall and into the trap.

The long time floating trash problem in the harbor is caused by DOBOR's failure to clean the trap daily which allows the twice daily tides to simply wash the trash back out of the trap and up the canal. Eventually the trash misses the trap and passes under the Ala Moana Boulevard Bridge and spreads out into the Boat Harbor and also out into the surf which washes it upon the surrounding recreational beaches.

Site B should be used to maintain the Ala Wai Canal Trash Trap!

Site B should remain open as it is the only place to see the boats in the Harbor from Ala Moana Boulevard before it goes through a canyon of high rise residences and hotels. It is the Gateway into Waikiki and being open is vital to the visual senses of everyone passing by. If anything is built on the site besides room for the large equipment to automate and maintain the Trash Trap with large servicing trucks, it should be one story and have a small foot print leaving most to the site open and landscaped.

Because the majority of the floating debris in the Ala Wai Canal comes from the watershed forest, it is unfair to require the boating tenants in the Ala Wai Small Boat Harbor to fund the construction, maintenance and cleaning out of the Ala Wai Trash Trap. Forestry and Aquatics Divisions in DLNR should fund and maintain these functions at Site B."Canal as the trade winds blow the trash against the Waikiki side wall and into the trap.

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---

**Anonymous, 12/14/17**

Ala Wai Small Boat Harbor should be: ... THE SYMBOLIC ICONIC WAIKIKI GATEWAY COULD BE A GREEN ENERGY PARK TYPE DEVELOPMENT PLATFORM THAT GENERATES INCOME AND PIQUES PEOPLES INTERESTS AS A LAUNCHING PLATFORM OF IDEAS AND PRODUCTS ETC. "ISLAND STYLE" ... ( REMEMBER THE EIFFEL TOWER BUSINESS MODEL )

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**Kay Berglund, 12/14/17**

"Favorite memory: Ocean breezes, sunsets, fireworks, sitting in my cockpit, talking to neighbors, being surrounded by the ocean and at the dock, sailing off Waikiki, motoring when not sailing, talking with harbor agents, Transpac

Ala Wai Small Boat Harbor is: Affordable as it is without having to be an expensive marina that would exclude boaters because of the cost. A place for surfers in Waikiki with free parking for six hours, an awesome south swell in the summer for surfing and body boards, a calm practice area for outrigger racing clubs

Ala Wai Small Boat Harbor should be: Always for ocean recreation, boating and ocean use with minimal changes to keep it affordable for everyone to enjoy."

---

**Sharon Kina, 12/14/17**

The redevelopment shall be to improve the harbor which can not be moved. No hotels shall be built. Hotels can be built anywhere else!!! I suggest Maximum 15 feet for a harbor museum and additional slips for boats!!!

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**Brian Chang, 12/11/17**

"Favorite memory: My family has lived in the Ilikai hotel since the day it opened. So, I remember times walking around the small boat harbor with my grandparents, father and brother. We sailed hobie cats out of the harbor a few decades ago. I sailed on the Chasch Mer in the 1987 Transpac. Those are great memories! My brother goes scuba diving on a weekly basis leaving from the harbor. He has done that for about 30 years.

Ala Wai Small Boat Harbor is: Beautiful, but could be better if developed sensibly.

Ala Wai Small Boat Harbor should be: Beautiful, honoring its past. For parcel A, parking on the bottom floor of a two story building seems sensible. Architecture needs to blend in with the boats and not obstruct views for fireworks etc. (Impressed by dtl work to get the vision for the small boat harbor. Keep dtl involved and continue to solicit community involvement. No surprises please!)"

---

**Jean Riley, 12/11/17**

As a boat owner and a homeowner who is directly affected by development ( I live directly across the street from the old haul out site) I would like to know the results of the December workshop.

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**Stephen Bohrer, 12/11/17**

"Ala Wai Small Boat Harbor should be: The proposed parcels for redevelopment should not contain any hotel or residential complex. Completely counter-productive to the surroundings.

The beautiful harbor and its surroundings should be preserved. Landscaping in a culturally sensitive manner would be best. If a building must be constructed (not ideal), then it should not be taller than one story (and should be designed with local taste in mind). A police station for such building would be best to assure the beautiful surroundings are not compromised. The harbor with its pristine surroundings should be a major tourist attraction, and I hope the State will preserve this beautiful territory for all to enjoy. Thank you!"

---

**John Meikle, 12/17/17**

"1. Kalia bay & Cultural significance. In ancient times this area was home to many Hawaiian Families.

It was not unusual to see native men and women diving,fishing and gathering seaweed here.

Originally the pi'inaio was Waikiki's third stream that entered the Ocean.

(out from where the ilikai stands today ).

The mouth of the pi'inaio was a large muddy delta intersected by several small tributary channels.

These three streams fed a natural irrigation system that supported fish ponds  
taro fields and migrant waterfowl.

After the arrival of Chinese immigrants in the 19th century ricefields and duckponds  
were added. (Ilikai means "surface of the sea").

A fitting tribute to the area as it was filled with shrimp,fish,eels,lobster,crab and Limu (seaweed).

The fisherman of Kalia caught so much and became known as "human fishnets".

As recently as the 1930's Kalia was known as one of the most abundant fisheries

In all of Hawaii.

This area also was made famous by Duke Kahanamoku who in his teenage years

Practiced here which led him to become an Olympic champion.

Clearly this is a very culturally significant area and one which has an iconic history.

Further development of this area without doubt would upset the Hawaiian community and any descendant's thereof let alone the local's whom reside and utilize the area.

## 2. Ala Wai Marina .

Without doing an in-depth report on this facility it is difficult to offer an accurate assessment however, as a long term vessel owner of both private and commercial vessels in my own country I can report as follows :

a. Berthage rental rates appear not to be in line with other marina's in Hawaii.

Given it's Prime locality in Waikiki this is a serious oversight.

The result being lost revenue's for the HCC and ratepayer of Honolulu.

b. Policing and security of marina facilities are largely substandard.

c. Inadequate monitoring of liveaboards and allowing of unsightly,unkept vessels to remain .

d. Quality and maintainence of Waterway's within the marina are visibly poor given the profile of the area.

Being a Recreational Activity Boating is clearly an important part of this area and therefore, needs to be embraced by council and public alike and managed as such to achieve satisfactory outcomes for both the public and those who utilize these facilities.

## 3. Impact on existing structures in the immediate area

Back in 1976 Honolulu district council created the "Waikiki Special District" imposing height,density and setback requirements for new construction. Therefore, the view enjoyed currently by the ILIKAI,ILIKAI MARINA,MODERN,HILTON and potentially the PRINCE would be severely disadvantaged .

Privately owned condominium's at the Ilikai would have been purchased with this rule in mind.

It is likely that any new building as per the initial pictures viewed would potentially make it like much else of Waikiki where there is an obvious overload of structures.

A development of this type could easily Erode the ambiance at this end of beach and impact on the desirability of would be tourists to stay in this part of Waikiki.

It should also be mentioned this area has additionally played a very significant part promoting Hawaii around the world hosting a number well rated Movies and TV shows to this day.

## Summary

In conclusion it's quite apparent that the significant and important cultural history in this area needs careful consideration and input by all stakeholders alike.

The Marina and associated facilities are well due for full review.

Revenue, security and best practice being essential themes.

It's also likely the Carpark and it's operation may also need revision in conjunction with the marina.

Granting a building permit for a large new structure in the marina clearly questions the moral

Compass of the Honolulu City Council and seriously questions the apparent new direction HCC

Is looking to take which in the past has publicized a desire not to overdevelop or increase beachfront structures in Waikiki.

Without doubt existing owner's and operator's alike in the immediate area would be seriously disadvantaged with any high rise structure built in the existing carpark .

Perusing some of the online material for these discussions appear to offer many scenario's and to sympathise somewhat with the public by simplistic means which in some ways appear to be patronizing at best.

There is little doubt management for the marina and associated carpark has been lacking for many years.

As a result any large building development looks largely like a panacea for a problematic area which appears to have been in the making for many years largely by an inherent inability to manage it .

As long term Visitor's to Hawaii since the mid 70's there's little doubt that there needs to be very careful consideration on any future developments in this area in order to strike the correct balance.

Much could be lost should this area resemble just another bunch of building's on an island

that's fast losing it's Aloha."

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# APPENDIX Q

Letter from Waikīkī Yacht Club



1599 ALAMOANA BLVD • HONOLULU, HI 96814 • 808-955-4405

**DATE:** December 14, 2017

**TO:** State of Hawaii, Department of Land and Natural Resources, Division of Boating and Ocean Resources (DOBOR), operator of the Ala Wai Small Boat Harbor (Ala Wai), and

**TO:** DTL Hawaii, Consultant to DOBOR

**POSITION STATEMENT OF THE WAIKIKI YACHT CLUB ("WYC") ON THE  
FUTURE OF THE ALA WAI SMALL BOAT HARBOR ("ALA WAI")**

The Ala Wai is a priceless asset of the people of Hawaii. It has been and must again become the center of world class ocean recreation in one of the most ocean oriented places on Earth. Ocean activities are deeply imbedded in the culture of Hawaii where public ocean access is required to be protected. The Public Trust obligation in the Hawaii State Constitution demands and requires that the waters and lands of this special place be held and managed for "...the benefit of the people". That means the thousands of people in Hawaii who need and use this harbor to enjoy and benefit from the sea. It clearly does not mean residential, resort and unrelated commercial development, all of which would contribute to the destruction of this special place. This is a public small boat harbor and all its property is designated for harbor purposes as a public coastal resource.

The Ala Wai is home to sailors, fishermen, surfers, kayakers, divers, paddlers, ocean-oriented youth programs, and all those who love the sea. All of the Ala Wai's ocean recreation activities must be supported by essential marine services, many of which were mandated to be restored to serve the State's largest and primary small boat harbor in the now defunct Honey Bee Waikiki Landing venture documents. Any new Request for Proposal must provide for the return of these vital marine and ocean recreation-related services.

Following are the Key Positions and Site-Specific Recommendations of WYC that describe the present condition of the Ala Wai and what the Club feels needs to be done in the future.



## **KEY POSITIONS**

### **1. The cultural and recreational importance of the Ala Wai is undeniable.**

The Ala Wai is the largest small boat harbor in the State with up to one-third of the recreational boat slips in the State. The Ala Wai is a priceless asset of the people of Hawaii. It is where young people learn sailing, paddling and other forms of ocean recreation in greater numbers than anywhere else in Hawaii. It is one of the internationally known centers of world class ocean recreation in one of the most ocean-oriented places on Earth. These ocean activities are deeply imbedded in the culture of Hawaii. The biennial Transpacific Yacht Race from Long Beach to Honolulu ("Transpac") is one of the world's four great open ocean races and was founded at the inspiration of King Kalakaua. The Men's and Women's Molokai Hoe races are two of the world's greatest outrigger canoe races that are supported by the numerous escort and support vessels moored in the Ala Wai. Additionally, these yacht and outrigger canoe races provide substantial revenue to the state, hotels and visitor services, and local businesses.

Fishing tournaments are based in the harbor. The Ala Wai is home to yacht clubs including WYC, boats that support the safety at sea activities of the U.S. Coast Guard Auxiliary and U.S. Power Squadron, sailors, fishermen, surfers, paddlers, kayakers, stand-up paddle boarders, divers, ocean-oriented youth programs, and all who love the sea. All of these activities are supported by boats and the essential marine services provided by a fuel dock, pump-out stations, a haul-out and repair facility, chandlery, convenience retail, laundry and related services.

### **2. The condition of the Ala Wai must be improved and maintained to support boating and ocean recreation.**

Since the demolition of the haul-out area and closing of the fuel dock and related support services, the Ala Wai has suffered from the lack of such marine services and foreseeable environmental problems. Prior to being taken out of service, sites B and C were not under-utilized. They had and were designated to be used for boating support facilities. The closest haul-out facility is now located in the boatyard at Keehi Marine Center ("Keehi") with long wait lists and no ability to provide emergency repair services for Ala Wai vessels. The closest fuel docks are also currently located at Keehi, although two small tanks are planned for Kewalo Basin Harbor ("Kewalo"). This fuel dock plan was scrapped by the Hawaii Community Development Authority, and then proposed again. At present, it is not clear boats from the Ala Wai may use the future facility as this is to be left to the harbormaster to determine. A large commercial vessel can take a long time to fuel, thus limiting use by smaller recreational vessels. Strong surge and lack of temporary docking space in Kewalo also makes small boat use problematic and dangerous if this facility is ever built.

### **3. The Ala Wai needs environmental protection afforded by marine service facilities.**

There are compelling environmental reasons for each of these facilities – a fuel dock prevents dockside spills from boats otherwise forced to fill tanks with jerry jugs; pump-out stations avoid having boat pump sewage in the harbor; a haul-out facility prevents boats sinking

dockside or in the harbor; a boat repair facility discourages improper dockside repair and painting activities by 752 boats (if all slips were restored to usable status); and a laundry facility avoids gray water (mostly wash water) from boats moored in the harbor. DOBOR wisely required that Honey Bee Waikiki Landing provide most of these services in connection with that developer's proposal. Provision in any RFP for these sites needs to require that these services be restored for the environmental health of the Ala Wai and the basic operation of the State's primary small boat harbor. To do otherwise would be to betray an obligation to those who use the harbor for its intended purposes.

#### **4. The law requires that uses in the Ala Wai support ocean activities.**

Executive orders and other documents of record refer to the uses permitted for the land as limited to activities serving the harbor. State law provides in part that land in state boating facilities must complement or support ocean activities: "*§200-2.5 Disposition of state boating facility properties. ... (b) The permissible uses under any lease disposed of under this section shall be consistent with the purpose for which the land was set aside by the governor pursuant to section 171-11. Permissible uses may include any use that will complement or support the ocean-recreation or maritime activities of state boating facilities. .... (e) The department shall adopt rules in accordance with chapter 91 to implement this section. [L 2001, c 299, §2; am L 2011, c 197, §4]*".

#### **5. The WYC is part of the Ala Wai and has a unique historic and cultural perspective on the future of the Ala Wai.**

WYC is a Hawaii non-profit corporation with over one thousand members. WYC is a long-term lessee and stakeholder in the Ala Wai. The Club is a Hawaii host and race management official of Transpac and numerous other ocean-activities. Duke Kahanamoku was a co-founder of the Club in 1944. His last boat, "Nadu K 2", is moored at and maintained by WYC in his honor.

#### **6. WYC supports development of marine and ocean recreation facilities in compliance with law.**

WYC supports compliance with uses prescribed by public use documents, Shoreline Management Area regulations, and the Honolulu Lei of Green policy. This includes the zoning for recreational shoreline areas that provides for maximum 25-foot and two-story height limits.

WYC does not support residential and resort development or commercial uses unrelated to a small boat harbor. We further believe that providing slips for commercial use should remain capped at the 15% level. This is important to mitigate traffic and safety concerns and protect usage of the harbor by young people training to sail and paddle, surfers, kayakers and outrigger canoe paddlers.

WYC understands that DOBOR is under pressure to balance the needs of recreational boaters and other Ala Wai stakeholders with revenue-generating opportunities. WYC visualizes the greatest potential for future revenue is the restoration of slips currently unusable in the

harbor. We care that the overall appearance and utility of the Ala Wai be enhanced for intended purposes with the additional benefit of providing desired revenue to the State.

#### **7. WYC supports dredging and water pollution control measures.**

WYC supports the construction of an improved catchment system, including additional traps at strategic points of entry along the Ala Wai Canal. We also understand the Ala Wai canal is scheduled for the first dredging in 15 years to commence in late 2018. We applaud this action, but suggest the dredging be extended into the Ala Wai through the channel entrance. Since this area was last dredged many years ago, constant silting has made it impossible for vessels with deeper drafts to enter the Ala Wai. This, for example, has prohibited many Transpac boats from traditional use of the harbor after race finish at Diamond Head.

#### **WYC PROPOSES THAT THE FOLLOWING SITE-SPECIFIC USES, WHICH ARE CONSISTENT WITH THE PUBLIC TRUST DOCTRINE, BE INCLUDED IN THE REQUIREMENTS FOR ANY REQUEST FOR PROPOSAL:**

##### **SITE A – CURRENT HARBORMASTER’S OFFICE AND ADJACENT PARKING LOT**

WYC’s vision for this site includes:

- A parking garage with a restaurant.
- Dry-stack storage for smaller boats.
- Improved and larger boat ramp.
- Trailer parking and storage.
- Landscaping including trees for shade.

Such vision does not include a high-rise structure that would inhibit view planes of the ocean, and create unsafe traffic congestion in the Ala Wai.

##### **SITE B – FORMER HAUL-OUT AND BOAT REPAIR AREA**

WYC’s vision for this site includes

- Provide “Welcome to Waikiki” signage in a nicely landscaped setting.
- Preserve the site for a haul-out and boat repair facility, including a travel lift and crane.
- A building for boat repair, a chandlery facility and a restaurant.
- Mooring space for the haul-out.
- Improved catchment system.
- Historic and cultural markers

##### **SITE C – OLD FUEL DOCK**

WYC’s vision for this area includes:

- Replacement of fuel dock facility to include new gas and diesel tanks with pump-out stations

- Two-story building with Harbormaster's office on the top level with a view of the harbor entrance, and services for a snack shop, laundry, mail and courier services etc. on the lower level.
- Harbormaster signage welcoming and providing directions for visiting yachtsmen (the entrance to the harbor should also have the harbor name and VHF contact information).
- Emergency mooring space.

#### **SITE D – TRIANGLE PARKING LOT**

WYC's vision for this site is to keep it for parking, but add trees for shade and landscaping.

WYC appreciates the opportunity to submit this Position Statement.

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Lyle A. Holden  
Commodore

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Stanley L. Thornton  
Staff Commodore and Committee Chair



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