

# ALOHA TOWER PROJECT AREA PLAN

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## **1.0. INTRODUCTION**

### **1.1. PROJECT NEED**

The State of Hawaii has recognized Aloha Tower and the surrounding piers as a valuable asset to be developed in the best interests of the citizens of the State. The area remains the State's focal point for cruise and interisland ship activity. The State has also recognized that the land area surrounding Aloha Tower can become a major center for people-oriented activities, including commercial, hotel, residential, educational, entertainment and retail functions which will complement the adjacent central business district, the on-going redevelopment of the Kakaako area by the Hawaii Community Development Authority and the long-range vision set forth in the Honolulu Waterfront Master Plan.

Pursuant to this recognition, the first State effort to develop the Aloha Tower area was initiated by the State Legislature when it enacted House Bill No. 1874, House Draft 2, Senate Draft 1 in the 1981 legislative session. This legislation acknowledged the economic value of the Aloha Tower area and created the Aloha Tower Development Corporation (ATDC) to act as the State of Hawaii agency to develop the area. The bill was signed into law as Act 236, Session Laws of Hawaii 1981, by Governor George R. Ariyoshi on June 23, 1981 and was codified in the Hawaii Revised Statutes (HRS) as Chapter 206J. Various amendments to Chapter 206J followed. As amended, Chapter 206J states in part:

"The legislature further finds that the Aloha Tower complex still serves a vital maritime function that must be maintained to insure adequacy and viability for existing and future maritime activities. The purpose of this chapter is to establish a new public body corporate and politic, public instrumentality, and agency of the State for the purpose of undertaking the redevelopment and of the Aloha Tower complex to strengthen the international economic base of the community in trade activities, to enhance the beautification of the waterfront, and in conjunction with the department of transportation, to better serve modern maritime uses, and to provide for public access and use of the waterfront property. Properly developed, the Aloha Tower complex will further serve as a stimulant to the commercial activities of the downtown business community and help transform the waterfront into a "people place"."

### **1.2. ALOHA TOWER DEVELOPMENT CORPORATION (ATDC)**

ATDC is assigned to the State of Hawaii Department of Transportation for administrative purposes.

Chapter 206J establishes a board of three voting directors to oversee the activities of ATDC: the Director of the Department of Business, Economic Development & Tourism, the Director of Department of Transportation and the Deputy Director of the Department of Transportation, Harbors.

In 1988, ATDC issued administrative rules for selecting a developer and administering the

development of the Aloha Tower area. These rules of practice and procedure were adopted in February, 1989. The administrative rules, initially codified in Title 15, Subtitle 5, Chapter 26 of the Hawaii Administrative Rules (HAR) were repealed, and updated amended rules were codified by ATDC as HAR Title 19, Subtitle 7, Chapter 170 on April 23, 2013 (as amended and codified, the “Rules”).

### 1.3. DEVELOPMENT OBJECTIVES

The Rules state that ATDC shall be guided by the following development objectives in formulating a development plan for the Aloha Tower Complex and in selecting any proposal submitted by any qualified person for the development of all or any part of the Aloha Tower complex or related areas.

- (1) Ensure the project is capable of integration into any overall development plan which may be adopted for the Honolulu waterfront.
- (2) Maintain passenger ship operations in a manner compatible with the development of the downtown waterfront as a people place and in conformity to the maritime requirements of the department of transportation.
- (3) Balance practical economic and market realities with a vision of what can be created.
- (4) Provide ease of pedestrian access to the project and waterfront, and generous open spaces for public enjoyment by eliminating visual and physical barriers between the waterfront and downtown, and by creating strong pedestrian links between downtown and Aloha Tower, particularly along Fort and Bishop streets.
- (5) Improve view corridors down Fort street, Bishop street and Alakea street.
- (6) Expand and improve Irwin park while maintaining its rich vegetation.
- (7) Create a homogeneous project that avoids fragmentation.
- (8) Feature and enhance the physical, public use and visual characteristics of the historic Aloha Tower.
- (9) Minimize unattractive physical facilities (e.g. parking, utilities, service and back-of-house operation).
- (10) Plan buildings and project features to attract people to the waterfront and create a major public gathering place at the Aloha Tower complex by enhancing public access to and along the water's edge and by creating opportunities for a variety of water's-edge experiences appropriate to the downtown waterfront.
- (11) Develop uses which would stimulate and be compatible with the commercial activities of the downtown business community, which may include, but need not be limited to, retail, restaurant, office, hotel, condominium, recreational, historical and cultural uses; and create new activities to assist in bringing people to the waterfront.
- (12) Provide accessible vehicular ingress and egress, and create a parking strategy which minimizes both the cost and impact of parking on the Aloha Tower complex.
- (13) Establish a construction phasing strategy which will minimize disruption of maritime operations and achieve planned development of the Aloha Tower in the earliest practicable time.

- (14) Create a financially feasible and aesthetically creative project which can be initiated at the earliest practicable time.
- (15) Encourage, to the extent possible, development of the Aloha Tower complex and adjoining areas by a qualified private sector developer who will provide all or substantially all of the costs of development.
- (16) Utilize the powers of the development corporation to transcend, as necessary, zoning, density and height limitations in an aesthetically pleasing manner to accomplish the goals of the development corporation and to encourage private sector developers to undertake development plan solutions which will satisfy the foregoing development objectives.

#### 1.4. DEVELOPER SELECTION

In May of 1989, ATDC issued a Request for Proposals (RFP) to develop the Aloha Tower area. On October 3, 1989, four proposals to develop the Aloha Tower area were submitted by development teams to ATDC. The development teams made presentations of their proposals to ATDC and its consultant team on November 2 and 3, 1989. The proposals were then evaluated in detail by ATDC and its consultant team.

On December 21, 1989, a public hearing and a meeting were held to select the development team. After testimony from the public, the ATDC Board of Directors selected Aloha Tower Associates Piers 7, 8 and 9 Limited Partnership (ATA) as the designated developer for the Aloha Tower area. In 1993, ATDC and ATA entered into the Marketplace Project Component Lease, the Marketplace Pier 10 Space Lease, and the Parking License Agreement (collectively, the "Marketplace Leases").

Only the first component of the project proposed by ATA, the Aloha Tower Marketplace was completed.

#### 1.5 CURRENT LESSEE

In accordance with the terms of the Marketplace Leases, by mesne assignments dated December 30, 2011 and April 27, 2012, Hawaii Lifestyle Retail Properties LLC (HLRP) became the holder of the leasehold interests under the Marketplace Leases. ATDC consented to the assignment to HLRP by written consent date July 13, 2011.

#### 1.6. PROJECT AREA

The project area presently encompasses Piers 5 through 11. This area is located within all or portions of Tax Map Key plats 2-1-01: 001, 005, 013, 057, 058, 059, 061, 062, 063, 066, 067, and 068 and 2-1-13:007. The project area is completely within the ATDC boundaries, which also includes Pier 7.

##### 1.61 Land Ownership

All land within the project area from Piers 5 to 11 is owned by the State of Hawaii and, except

for Ala Moana Mini Park, is controlled by the Department of Transportation, Harbors Division. Ala Moana Mini Park is controlled by Department of Transportation, Highways Division.

## 1.62 Harbor Functions

Piers 5 and 6 flank the filled land peninsula makai of the Federal Building. The peninsula is used as a parking lot while Pier 5 is the berthing area for the Alii Kai dinner cruise vessel. Makai of the HECO power plant at Pier 7 is the Bishop Maritime Museum building, which is no longer in operation. The "Falls of Clyde", a four-masted schooner listed on the National Register of Historic monuments and given National Landmark status in 1989, is currently berthed on the Ewa side of Pier 7. Piers 8, 9, 10 and 11 front the land-filled peninsula on which Aloha Tower, the Aloha Tower Marketplace and the Piers 10 and 11 terminal buildings are located.

Aloha Tower contains offices for the Department of Transportation (DOT) as well as the clock room and the observation deck.

Hale Awa Ku Moku Building (the former Matson Building) on Nimitz Highway at the mauka end of Pier 11 houses the administrative offices of the Harbors Division and the Motor Vehicle Safety Office. Parking for DOT employees and visitors is provided on ground level pavement outside the building.

## 2.0 PLAN DESCRIPTION

### 2.1 LOCATION

The project area is located makai of Nimitz Highway at Piers 5 through 11 in Honolulu Harbor. Piers 5 through 11 constitute the waterfront edge of the Central Business District (CBD) of Honolulu. The Aloha Tower area is approximately equidistant between Honolulu International Airport and Waikiki and contains the famous landmark, Aloha Tower, as well as Irwin Memorial Park. The Hawaiian Electric Company (HECO) power plant site is not included within the project area.

### 2.2 DEVELOPMENT CONCEPT

The development of the project area is intended to integrate cruise ship and intra-island vessel terminal facilities with mixed use development components that may include hotel, office, commercial, educational, entertainment and residential uses. These uses will create a distinctive terminus for the Fort Street Mall, which has been extended through the project as a roadway to connect Downtown with the water's edge.

As initially planned and developed, the Aloha Tower Marketplace included primarily retail use. The current plan is to repurpose portions of the Aloha Tower Marketplace to address the current economic and market realities and to thereby revitalize the waterfront area making the waterfront area more inviting to both visitors and the people of Hawaii, preserve the iconic Aloha Tower as a prominent feature, and stimulate the commercial activities of the downtown business community.

**TABLE 1: SUMMARY OF MARITIME AND PUBLIC  
USES BY PIERS**

Piers 5/6

Commercial Maritime: Maritime terminal facilities as the Department of Transportation shall require and associated commercial and maritime related offices. Occasional contingency use for general maritime berthing.

Public Transportation: Potential boarding site for ship, water taxi, day/dinner cruise and surface-effect ferry service.

Public Access: Parking, streets, and other potential public open spaces.

Pier 7

Commercial Maritime: Currently used for long-term mooring.

Public Access: Currently, the "Falls of Clyde" and potentially a restaurant and/or museum.

Piers 8/9

Commercial Maritime: Multi-purpose ship berthing with limited boarding and service facilities; interim berthing for transient vessels of various types and sizes.

Public Transportation: Terminals for passengers arriving or departing by ship, ferry, day/dinner cruise boat or water taxi.

Public Access: Plazas, promenades; Aloha Tower, and other public open spaces; streets; Irwin Park.

Piers 10/11

Commercial Maritime: Modern cruise ship terminal for large passenger vessels.

Interim berthing for transient commercial vessels; maritime fueling facilities.

Public Access: Promenades and other public open spaces; parking, and streets.

The construction of any new public and private buildings will be closely coordinated with ATDC, both in terms of design and execution. In addition, the construction strategy will permit continued use of the Aloha Tower during construction.

### 2.3 ARCHITECTURAL THEME

The overriding objective of the development design has been the preservation of the Aloha Tower as the dominant symbol of the waterfront at Honolulu Harbor. The broad circular plaza at the Aloha Tower base, the buildings which border this courtyard, and the pedestrian walkways which lead into it, all direct attention to this historic landmark. Aloha Tower itself has been beautified and refurbished, and Aloha Tower will continue to be the focal point of activity for

visitors, both coming and going.

The low-rise structures adjacent to Aloha Tower emphasize the prominence of Aloha Tower as the symbol of the entire waterfront.

## 2.4 COMPLETED AND PROPOSED DEVELOPMENT

### 2.41 The Future Development at Piers 5-6 and Ala Moana Mini Park

Piers 5-6 and Ala Moana Mini Park are currently used for parking facilities servicing primarily the facilities at Piers 8 and 9 and DOT needs. Any future development of Piers 5 and 6 may be comprised of hotel, office, commercial, educational, and residential uses, but in any event will be subject to submittal and approval by ATDC of a more specific development plan.

### 2.42 The Aloha Tower Marketplace at Piers 8-9.

Located in the vicinity of Aloha Tower at Piers 8 and 9 (and the makai end of Pier 10), the Aloha Tower Marketplace is currently a destination for visitors to the waterfront. In the past, the Aloha Tower Marketplace had featured retail shops, a variety of small vendors with emphasis on local ownership, and food outlets on the first two floors and office uses on the third floor. The addition of a residential component on the existing second floor of the Aloha Tower Marketplace will add a critical mass of persons requiring retail and dining services beyond the primarily lunch service currently utilized by downtown office personnel, and will enhance the activity, liveliness and vitality of the area. The first floor of the Aloha Tower Marketplace will include retail space, plus office, educational and other uses. The third floor is contemplated to continue to be primarily used for office purposes with some possible education use as well. The plentiful open space provides opportunities for outdoor cafes and restaurants as well as public open space. The Aloha Tower will continue to be the prominent feature of the facility.

### 2.43 Pier 10

The renovations within the Pier 10 space lease premises will allow the interior premises to serve various uses including retail, educational and office as well as to function as a multipurpose venue, with parking and maritime uses at the docks. The parking facilities at Irwin Park will be maintained in accordance with the current use.

### 2.44 Vehicular Access

Vehicular access to the project area continues to be at Fort Street, Bishop Street and Richards Street.

The Bishop Street entrance primarily serves the Aloha Tower Marketplace and can be accessed from the Diamond Head bound lanes of Nimitz Highway and from Bishop Street. Exiting traffic may travel in either the Diamond Head or Ewa direction.

The Richards Street entry is primarily for Piers 5 and 6 and can be accessed from both the Ewa

and Diamond Head bound lanes of Nimitz Highway.

The Ala Moana Boulevard exit to Nimitz Highway permits access to Ala Moana Boulevard Diamond Head bound and to Nimitz Highway Ewa bound.

## 2.5 CONSTRUCTION REQUIREMENTS

### 2.51 Piers 5 and 6:

Piers 5 and 6 flank an existing man-made peninsula of fill land covered with riprap, concrete bulkheads and pile-supported breasting dolphins along the pier fronts. Other than periodic refurbishing of the existing parking facility, no construction is currently contemplated. Construction requirements for any proposed further development will be addressed at the time a development plan amendment is made to address the proposed development.

### 2.52 Pier 7:

No plans are contemplated to modify the pier configuration at Pier 7. The existing Bishop Maritime Museum building, which is no longer in use, may be renovated to convert it a mixture of various uses including possibly office, retail, restaurant, commercial, museum and educational.

### 2.53 Piers 8-11:

Piers 8 through 11 border a man-made peninsula of fill land faced by concrete bulkheads. The configuration of the filled land area and wharf apron has been and will continue to be preserved.

## 2.6 AMENDMENT OF PLAN

This development plan is based upon the existing development of the project area and renovations of the existing improvements and modifications of the uses to address market conditions and needs. ATDC recognizes that changes to this development plan may be necessary or desirable, including if plans are subsequently made to further develop Piers 5-6, Ala Moana Mini or Piers 10-11. All such changes shall be subject to approval by the ATDC board. This plan may be modified or amended in the same manner as it was promulgated, or through such other procedure as may be authorized by the corporation's rules of practice and procedure or by applicable law.