APPENDIX N

CHANNEL WIDENING ANALYSIS MEMORANDUM (STANTEC, 2020)

Stantec

Memo

To:	Jim Niermann	From:	Roslin Arbuckle Longco Ko
	R.M. Towill Corporation		Stantec Consulting
File:	115617233	Date:	July 17, 2020

Reference: Honolulu Harbor 2050 Master Plan – Channel Widening

INTRODUCTION

As part of the ongoing *Honolulu Harbor 2050 Master Plan (HHMP)* project, a high-level analysis of the channel design for the harbor's Main Entrance Channel and the Kapalama Transit Channel has been conducted. The main entrance channel provides access to the harbor and separates Sea Island from Pier 1 and 2. The Kapalama Transit Channel provides access to Kapalama Basin and is located between Piers 29 and 33 on the north and Piers 52 and 53 on Sand Island to the south. Access to the harbour from the north end of Sand Island is limited due to the air draft constraints of the fixed bridge connection.

Figure 1 below illustrates the location and widths of the Main Entrance Channel and the Kapalama Transit Channel.

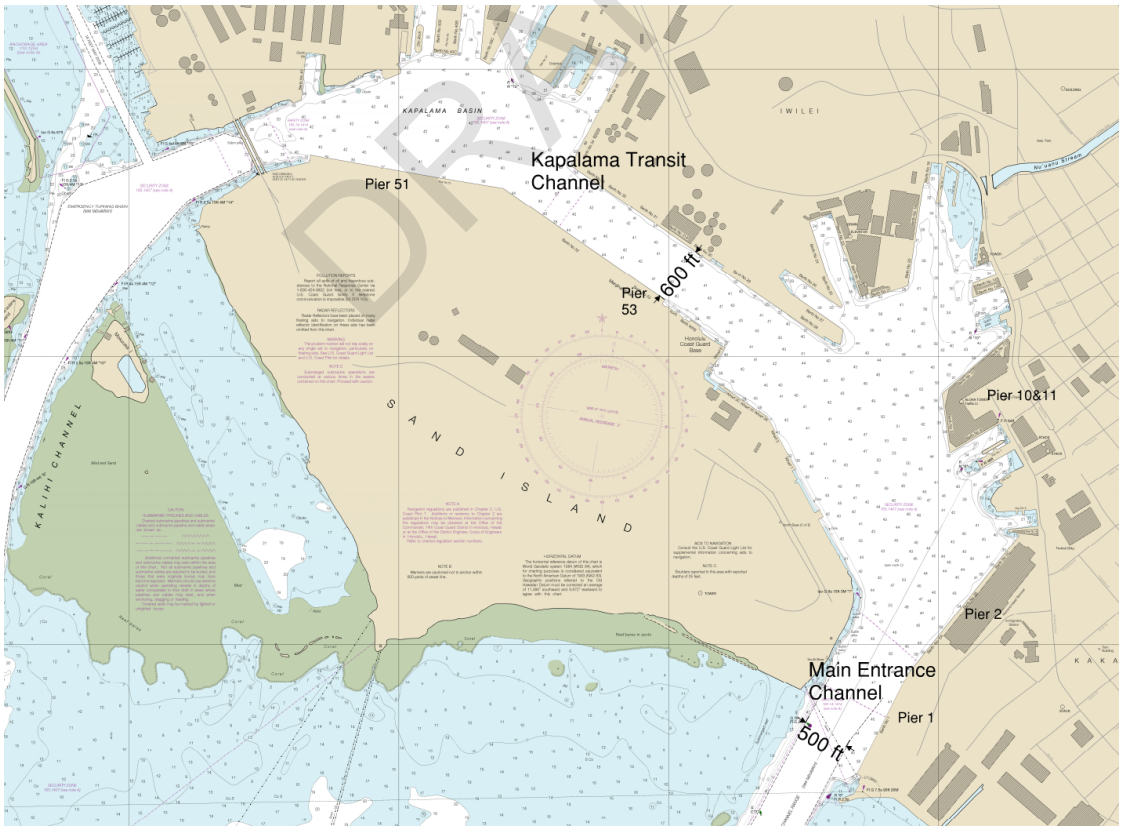


Figure 1 - Site Location (Source: 19367 Honolulu Harbor Chart)

Reference: **Honolulu Harbor 2050 Master Plan – Channel Widening**

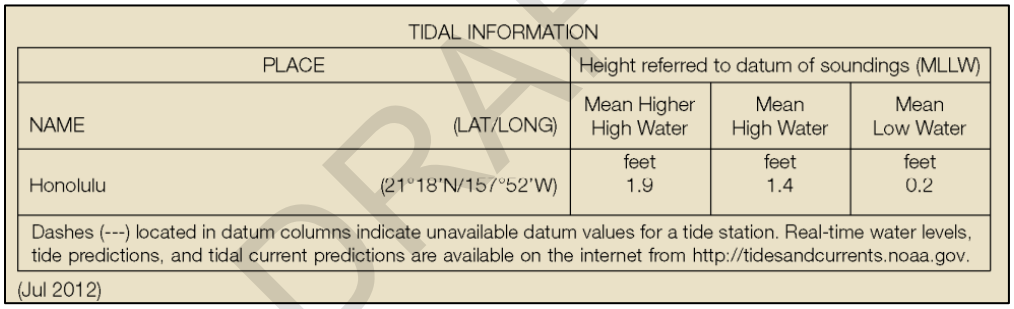
METOCEAN CONDITIONS

The following table provides a summary of the prevailing metocean conditions for the harbor. The data was provided by Bill Anonsen, The Maritime Group, and reviewed by Captain Tom Herbele, President of the Hawaii Pilots Association.

Table 1: Summary of Metocean Data

Metocean data	
Prevailing Cross Wind Moderate *Northeasterly - 85%, *Southern Kona Winds - 15%	15-33 knots
Prevailing Cross Current Moderate	0.5-1.5 knots
Prevailing Longitudinal Current Low	0.5 knots
Significant Wave Height and Length	3.3 – 9.8 ft

The local tidal information is outlined in Figure 3.



TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Honolulu	(21°18'N/157°52'W)	feet 1.9	feet 1.4	feet 0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from http://tidesandcurrents.noaa.gov.

(Jul 2012)

Figure 2 - Tidal Information (Source: 19367 Honolulu Harbor Chart)

CHANNEL DESIGN PARAMETERS

Minimum channel dimensions deemed to ensure safe vessel transit have been determined in accordance with 2006 *Hydraulic Design of Deep-Draft Navigation Projects* by the US Army Corps of Engineers (USACE). The analysis has been conducted for a one-way channel.

DESIGN VESSEL

For the purpose of this analysis, five design vessels have been considered: Container-Cargo, Petroleum Tank Ship, SUEZMAX and AFRAMAX tankers, Post Panamax Cruise, and Panamax Cruise vessels. The characteristics of the vessels are outlined Table 2 below.

Reference: **Honolulu Harbor 2050 Master Plan – Channel Widening**

Table 2 - Vessel Characteristics

Vessel	LOA ft (m)	Beam ft (m)	Draft ft (m)
Post Panamax Cruise (Royal Caribbean, Ovation Class)	**1142 (348)**	**135 (41)**	**28 (8.5)**
Panamax Cruise (Norwegian Cruise Lines, Jewel Class Cruise)	965 (294)	106 (32)	27 (8.2)
SUEZMAX and AFRAMAX tankers	**895 (273)**	**158 (48)**	**32 (9.8)**
Container-Cargo	**869 (265)**	**115 (35)**	**39 (12)**
Petroleum Tank Ship	601 (183)	106 (32)	39 (12)

It is noted that historically Suezmax and Aframax tankers have only called at the harbor during emergency situations and are not a regular occurrence.

The typical berth location and pier number for each vessel type was also provided by The Maritime Group and summarized in the table below.

Table 3 - Vessel Berth/Pier Location

Vessel	Pier #	Channel Crossing
Post Panamax Cruise: (Royal Caribbean, Ovation Class)	**2**	**Main Entrance**
Panamax Cruise: (Norwegian Cruise Lines, Jewel Class Cruise)	2, 10-11	Main Entrance
SUEZMAX and AFRAMAX tankers	**2, 10-11**	**Main Entrance**
Container-Cargo	**51-53**	**Main Entrance/Kapalama**
Petroleum Tank Ship	51-A	Main Entrance/Kapalama

The governing vessel for the Main Entrance Channel by beam is the Suemax and Aframax tanker however as this is not a regular call, the Post Panama Cruise vessel will also be considered. The governing vessel for the Kapalama Transit Channel is the Container-Cargo vessel. The three governing vessels are shown in **bold**.

VESSEL SPEED

The vessel transit speeds typically range between 6.5 – 7 knots for the Main Entrance Channel and 5 – 6 knots for the Kapalama Channel.

CHANNEL DIMENSIONS

An individual analysis for each vessel type has been conducted to determine the required channel dimensions for safe passage.

Reference: **Honolulu Harbor 2050 Master Plan – Channel Widening**

CHANNEL DEPTH

The required channel depth has been determined as per Chapter 6 of *Hydraulic Design of Deep-Draft Navigation Projects.* For preliminary design of entrance channel depths exposed to waves, the required under keel clearance is 15 percent of the vessel draft. This factor has been applied for the Main Entrance Channel. For sections less exposed to swell, such as the Kapalama Transit Channel, the required under keel clearance is 10 percent of the draft. A summary of the design water depths is shown in Table 4.

CHANNEL WIDTH

The design width of the channel has been determined in accordance with Chapter 8 of the USACE guidelines. Specifically, Table 8-2 which outlines the channel width design criteria for various channel cross sections and maximum currents for a one-way and two-way traffic channel. For this analysis, a one-way channel was considered with a trench cross section, and a maximum current of 0-1.5 knots. A constant cross section and best aids to navigation were also assumed. The resulting beam multiplier for channel width design was a value of 3.25. A summary of the design widths is shown in Table 4.

SUMMARY OF CHANNEL DIMENSIONS

The design channel dimensions are outlined in Table 4 below.

Table 4: Summary of Channel Dimensions for a One-Way Channel

Vessel	Entrance Channel Depth ft (m)	Kapalama Channel Depth ft (m)	Channel Width ft (m)
Post Panamax Cruise: (Royal Caribbean, Ovation Class)	**32.1 (9.8)**	**--**	**439 (134)**
Panamax Cruise: (Norwegian Cruise Lines, Jewel Class Cruise)	31.0 (9.5)	--	345 (105)
SUEZMAX and AFRAMAX tankers	**36.8 (11.2)**	**--**	**514 (157)**
Container-Cargo	**44.9 (13.7)**	**42.9 (13.1)**	**372 (113)**
Petroleum Tank Ship	44.9 (13.7)	42.9 (13.1)	344 (105)

A design check of the channel width was conducted using the *Harbour Approach Channels and Design Guidelines* by PIANC. The results calculated using the USACE on average are approximately 14% less than the values calculated using the PIANC methodology.

Reference: **Honolulu Harbor 2050 Master Plan – Channel Widening**

FINDINGS

The figure below illustrates required channel dimensions for the Main Entrance Channel.

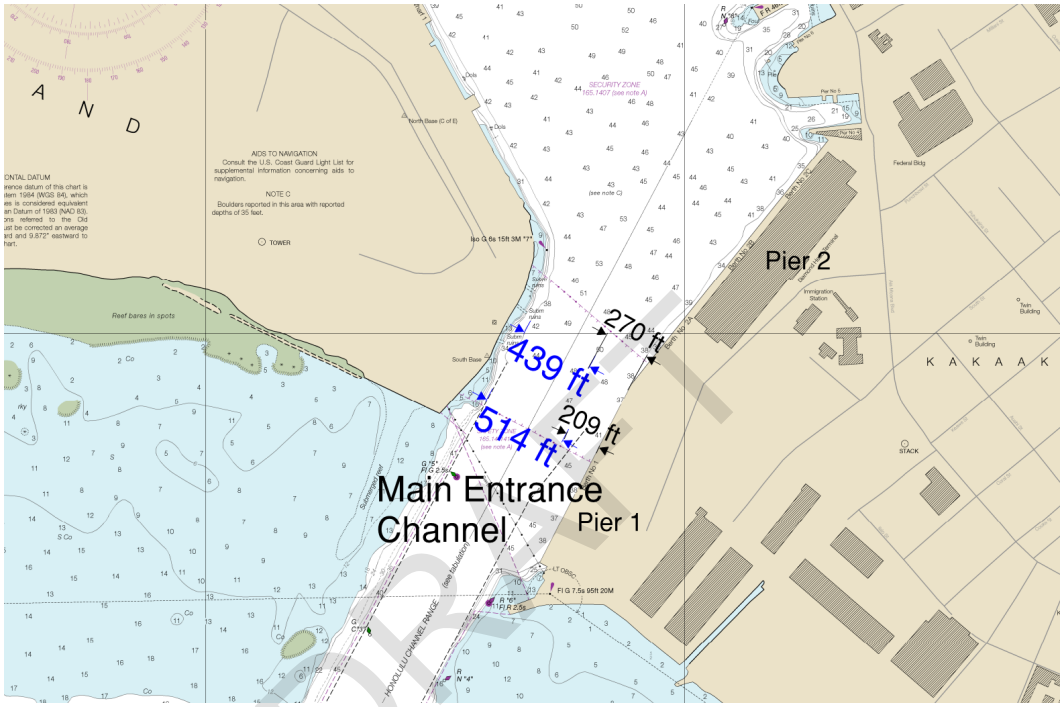


Figure 3 - Required Channel Dimensions – Main Entrance Channel

The Main Entrance Channel is measured at approximately 500 ft in width with a water depth of 45 ft. Based on the chart soundings, the depth of the Main Entrance Channel is adequate for all design vessels. For Post Panamax Cruise vessel, the design width is 439 ft therefore, the existing channel dimensions meet the USACE guidelines. The channel width required for the Suezmax and Aframax design vessel exceeds the existing channel dimensions by approximately 14 ft. Vessels could not be berthed at Pier 1 if a Suezmax and Aframax tanker was transiting the channel, however this is not anticipated to be a common occurrence.

If the design cruise vessel was transiting the channel, there is approximately 270 ft of remaining width to the berth face which is equal to two times the beam of the cruise vessel. It is therefore feasible to berth a cruise vessel while transiting the channel however this should be reviewed by the harbor pilots.

Reference: **Honolulu Harbor 2050 Master Plan – Channel Widening**

The figure below illustrates required channel dimensions for the Main Entrance Channel.

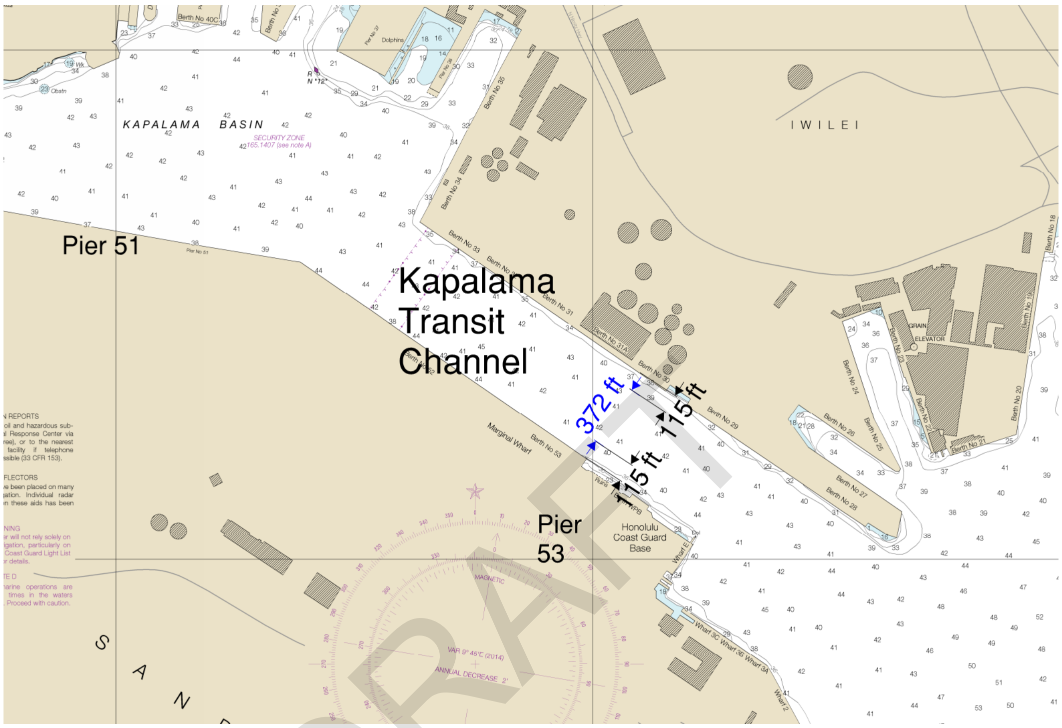


Figure 4 - Required Channel Dimensions – Kapalama Transit Channel

The water depth in the Kapalama Channel (~40ft) is shallower than the required depth for the Container Cargo vessel and Petroleum Tank Ship (42.9 ft). Further dredging would be required to conform with the USACE guidelines for fully loaded vessels. The required channel width for one-way traffic for the Container-Cargo vessel is 372 ft which is less than the 600 ft across the Kapalama Transit Channel. However, berths 29-33 are located on the north side of the channel and berths 52 and 53 are located on the south side. Movement through the channel may be restricted by vessels berthed at these locations.

It is noted that final channel dimensions should be reviewed through vessel simulation studies and the channel design layout must satisfy the pilot’s and ship captain’s impression of acceptable risk.

Reference: **Honolulu Harbor 2050 Master Plan – Channel Widening**

If you have any questions regarding the enclosed, please do not hesitate to contact the undersigned.

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APPENDIX O

TRAFFIC ANALYSIS MEMORANDUM (R.M. TOWILL CORPORATION AND THE TRAFFIC MANAGEMENT CONSULTANT, 2021)

Honolulu Harbor 2050 Master Plan Traffic Assessment
Honolulu, Hawai`i

for

STATE DEPARTMENT OF TRANSPORATION
HARBORS DIVISION

November 8, 2020, Revised March 12, 2021

by

R. M. Towill Corporation
and
The Traffic Management Consultant

TABLE OF CONTENTS

Honolulu Harbor Master Plan Traffic Assessment
Honolulu, Hawai`i

Purpose

The purpose of this report is to assess the State of Hawai`i Department of Transportation Harbors Division's (DOT-Harbors) proposed traffic improvements for the Honolulu Harbor 2050 Master Plan.

Piers 31 – 34 (Alakawa Street)

The existing accesses for Piers 31 through 34 are provided by a secondary unsignalized right-turn-in/right-turn-out only driveway on Nimitz Highway, opposite the Lowe's driveway, and the main Piers 31-34 Driveway, which is located about 800 feet to the south of the secondary driveway. The unsignalized Piers 31-34 Driveway provides full ingress from Nimitz Highway. However, egress is restricted to right-turn out only. Ewa bound traffic, exiting the Piers 31-34 Driveway, is required to turn right onto Koko Head bound (eastbound) Nimitz Highway and make two left-turns at Pacific Street to head in the Ewa bound direction. The existing Piers 31-34 driveways on Nimitz Highway will be maintained.

A new access driveway is proposed from Piers 31 through 34 to the signalized intersection of Nimitz Highway and Alakawa Street. Alakawa Street provides access to the big box stores of Best Buy, The Home Depot, and Costco. The makai (west) leg of the Alakawa Street intersection also provides access to Pier 35 Fishing Village, University of Hawai`i Marine Center, Island Energy Services (IES), and Honolulu Freight Service. A proposed access driveway would be provided through the Honolulu Freight Service site to the Alakawa Street intersection.

The new access driveway for Piers 31 through 34 will provide direct access to Ewa bound Nimitz Highway and Dillingham Boulevard. However, it would increase the traffic demands at the already congested intersection of Nimitz Highway and Alakawa Street. Table 1 summarizes the traffic assessment of Piers 31-34.

Table 1. Piers 31-34 (Alakawa Street) Traffic Assessment Summary

Advantages	Disadvantages	Suggestions
• Provides direct access to Ewa-bound Nimitz Highway, Alakawa Street, and Dillingham Boulevard. • Reduces Piers 31-34 traffic making left-turns at Pacific Street.	• DOT-Highways may request the closure of the existing Pier 31-34 Driveway(s). • The increase in traffic at Alakawa Street will worsen the existing intersection traffic congestion. • Mauka bound traffic queues at Nimitz Highway may block the Fishing Village access road, the IES driveway, and the proposed Piers 31-34 access road.	• Redirect the Fishing Village traffic from the Alakawa Street intersection to Fishing Village Main Driveway. • Install striping at the intersection of the Fishing Village access road, the UH Marine Center driveway, the IES driveway, and the proposed Piers 31-34 access road to clearly define the vehicle paths and install traffic controls to establish the rights-of-way.

Figure 1 depicts the Piers 31 through 34 access driveways.

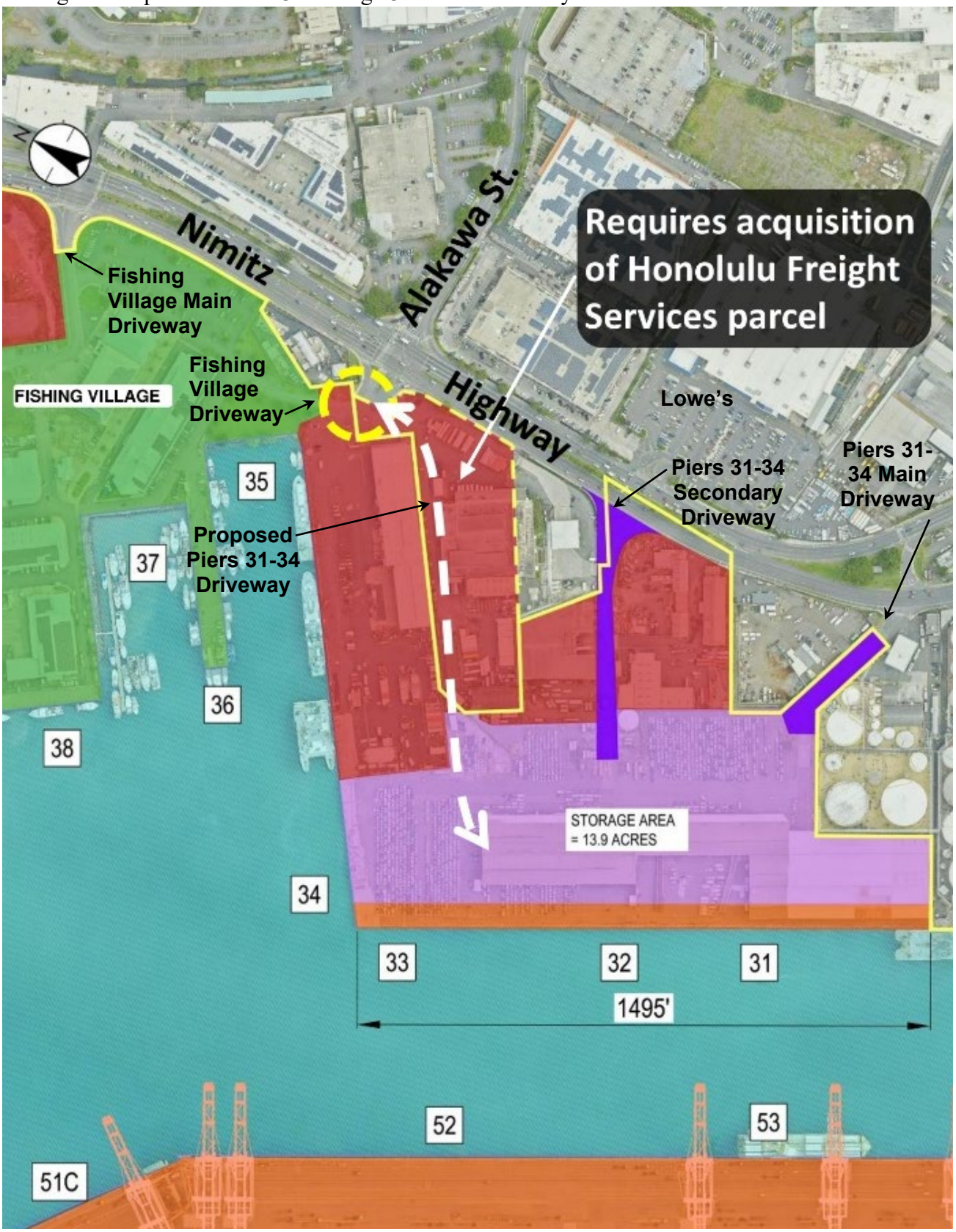

Figure 1. Piers 31 – 34 (Alakawa Street)

Piers 24 – 30 (Pacific Street)

The existing Piers 24-29 access driveway at Pacific Street permits full access to Nimitz Highway and Pacific Street via two closely spaced signalized intersections with Koko Head bound and Ewa bound Nimitz Highway. A new exit driveway will be constructed makai of the Pier 29 Oceantronics building, between Pier 29 and Pacific Street, to provide Nimitz Highway Koko Head bound traffic access to Piers 24-29.

Piers 24-29 traffic backs up on Pacific Street, between Ewa bound and Koko Head bound Nimitz Highway. As such, truck egress from the Pacific Street Driveway is proposed to be restricted to right-turn out only. Ewa bound truck traffic, exiting Piers 24-29, would be required to turn right onto Koko Head bound Nimitz Highway and make a U-turn at Sumner Street, which is located over 1,200 feet to the east of Pacific Street. Table 2 summarizes the traffic assessment of Piers 24-29.

Existing access to Pier 30, which is privately owned by IES (Island Energy Services), is restricted to separate, dedicated driveways for right-turn-in and right-turn-out only movements on Koko Head bound Nimitz Highway.

Table 2. Piers 24-30 (Pacific Street) Traffic Assessment Summary

Advantages	Disadvantages	Suggestions
• Reduces the queuing on mauka bound Pacific Street between Ewa bound and Koko Head bound Nimitz Highway.	• Increases the Koko Head bound U-turn traffic at Sumner Street.	• Convert the shared through/right-turn lane at the Piers 24-29 Driveway to an exclusive right-turn lane. • Install striping at the intersection of Pacific Street, the Piers 27-29 driveway, and the Piers 24-26 driveway to clearly define the vehicle paths and install traffic controls to establish the rights-of-way.

The Piers 24 through 29 access driveways are depicted on Figure 2.

Figure 2. Piers 24 – 29 (Pacific Street)

Piers 19 – 23 (Kukahi Street)

Piers 19 through 23 access is provided by Kukahi Street, at its stop-controlled intersection with Nimitz Highway. Kukahi Street provides full ingress from Nimitz Highway. However, egress is restricted to right-turn out only. Ewa bound traffic exiting Piers 19-23 is required to turn right onto Koko Head bound Nimitz Highway and make a U-turn at Sumner Street to head in the Ewa bound direction. There is an existing driveway access to Pier 23 for right-turn-in/right-out only movements on Koko Head bound Nimitz Highway. The Pier 23 driveway is currently unauthorized, closed and gated. The master plan proposes to reauthorize and reopen this driveway to service the proposed maritime center and tug row.

The intersection of Koko Head bound Nimitz Highway and Kukahi Street is proposed to be signalized to improve vehicular access to Piers 19 through 23 and provide a safer pedestrian crossing between the bus stops on Ewa bound Nimitz Highway and the proposed maritime center.

The intersection of Koko Head bound Nimitz Highway and Kukahi Street will need to meet the traffic signal warrants guidelines, published in the Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highways Administration, U. S. Department of Transportation. The MUTCD recommends that a "traffic control signal should not be installed unless one or more of the factors" are met. The nine (9) MUTCD warrants are generally based upon minimum requirements for traffic volumes, pedestrian volumes, and crash experience. Table 3 summarizes the traffic assessment of Piers 19-23.

Table 3. Piers 19-23 (Kukahi Street) Traffic Assessment Summary

Advantages	Disadvantages	Suggestions
• The proposed traffic signals improve the Piers 19-23 access. • The proposed traffic signals improve the pedestrian crossing on Koko Head bound Nimitz Highway to/from the proposed maritime center.	• DOT-Highways may not reauthorize the reopening of the Pier 23 Driveway. • The Kukahi Street intersection may not meet the MUTCD traffic signal warrants.	• Construct a channelizing island on the makai-Ewa corner to improve pedestrian safety. • Redirect Piers 16-18 traffic to Kukahi Street.

Figure 3 depicts the Piers 19 through 23 access driveways.

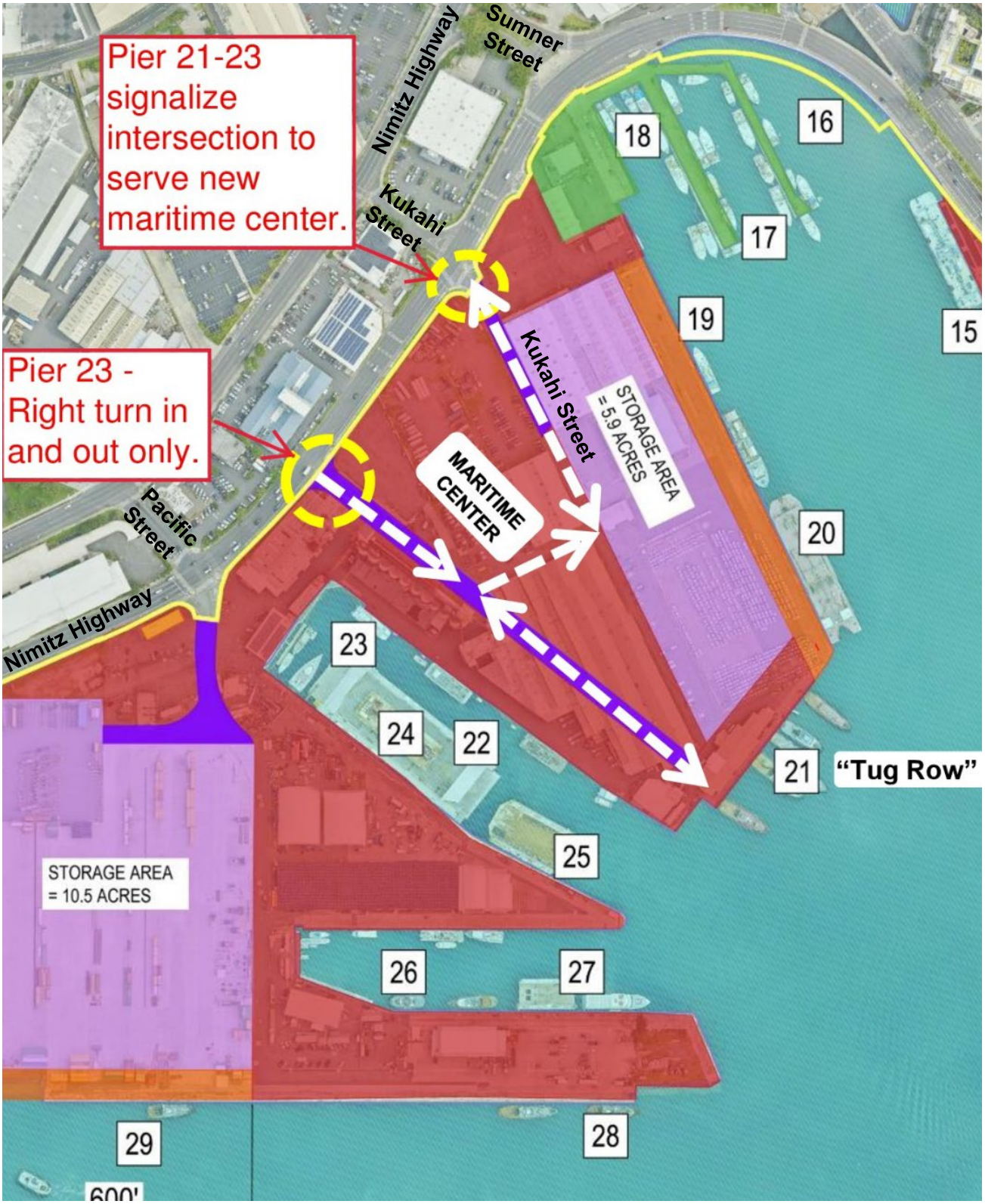

Figure 3. Piers 19 – 23 (Kukahi Street)

Aloha Tower Traffic Circulation

The Traffic Impact Analysis Report Irwin Park (TIAR) was prepared by Austin, Tsutsumi & Associates, Inc., dated August 9, 2017. The TIAR analyzed the initial traffic circulation plan for the Aloha Tower Marketplace and the proposed on-street parking plan, which would convert Irwin Memorial Park from a parking lot back to a public park.

Four (4) additional alternative traffic circulation plans are proposed for the Aloha Tower Marketplace. The purpose of the alternative traffic circulation plans is to improve traffic operations, which would accommodate the various land use activities planned for the Aloha Tower Marketplace in the Honolulu Harbor 2050 Master Plan. As discussed in the Irwin Park TIAR, on-street parking along the Aloha Tower Market Place roadways will result in the potential for traffic to circulate back onto Nimitz Highway/Ala Moana Boulevard and Downtown streets and return to Aloha Tower Drive and Bishop Street in search of available parking. On-street parking also can result in the potential for vehicles queuing back onto Nimitz Highway and Ala Moana Boulevard. All four alternative traffic circulation plans include the reduction of four (4) through lanes on Koko Head bound Nimitz Highway to three (3) through lanes at Aloha Tower Drive.

Irwin Park TIAR

Aloha Tower Drive would be converted from a two-way, four-lane roadway to a two-way, two-lane roadway from Nimitz Highway to Bishop Street. The two-way, two lane Aloha Tower Drive would continue to the Richards Street parking aisle.

Bishop Street would be converted from a two-way, four-lane roadway to a one-lane, one-way makai bound roadway between Nimitz Highway and Aloha Tower Drive.

The TIAR estimated that the peak parking demand would exceed the on-street parking capacity provided along Aloha Tower Drive and Bishop Street by over 40 percent. As a result, motorists would continue to circle around Irwin Park and turn back onto Nimitz Highway and return to Bishop Street until they are able find available parking stalls.

The TIAR concluded that long delays and traffic queues could result from parking maneuvers into and out of the on-street parking stalls, and from motorists waiting for vehicles to back out of parking stalls. Furthermore, the TIAR traffic analysis methodology could not account for the increase in traffic demand circling Irwin Park or the expected parking delays and queuing. Finally, the TIAR did not recommend the proposed on-street parking plan. Instead, the TIAR recommended that a parking garage be constructed on Piers 5-6 as an alternative to the proposed on-street parking plan.

The TIAR plan is expected to improve traffic operations at the intersection of Nimitz Highway and Bishop Street by eliminating the mauka bound movement and providing a protected left-turn movement on makai bound Bishop Street. The single lane parking aisle on Bishop Street can result in the potential for vehicles to queue back onto Nimitz Highway. The Irwin Park TIAR plan is depicted on Figure 4.

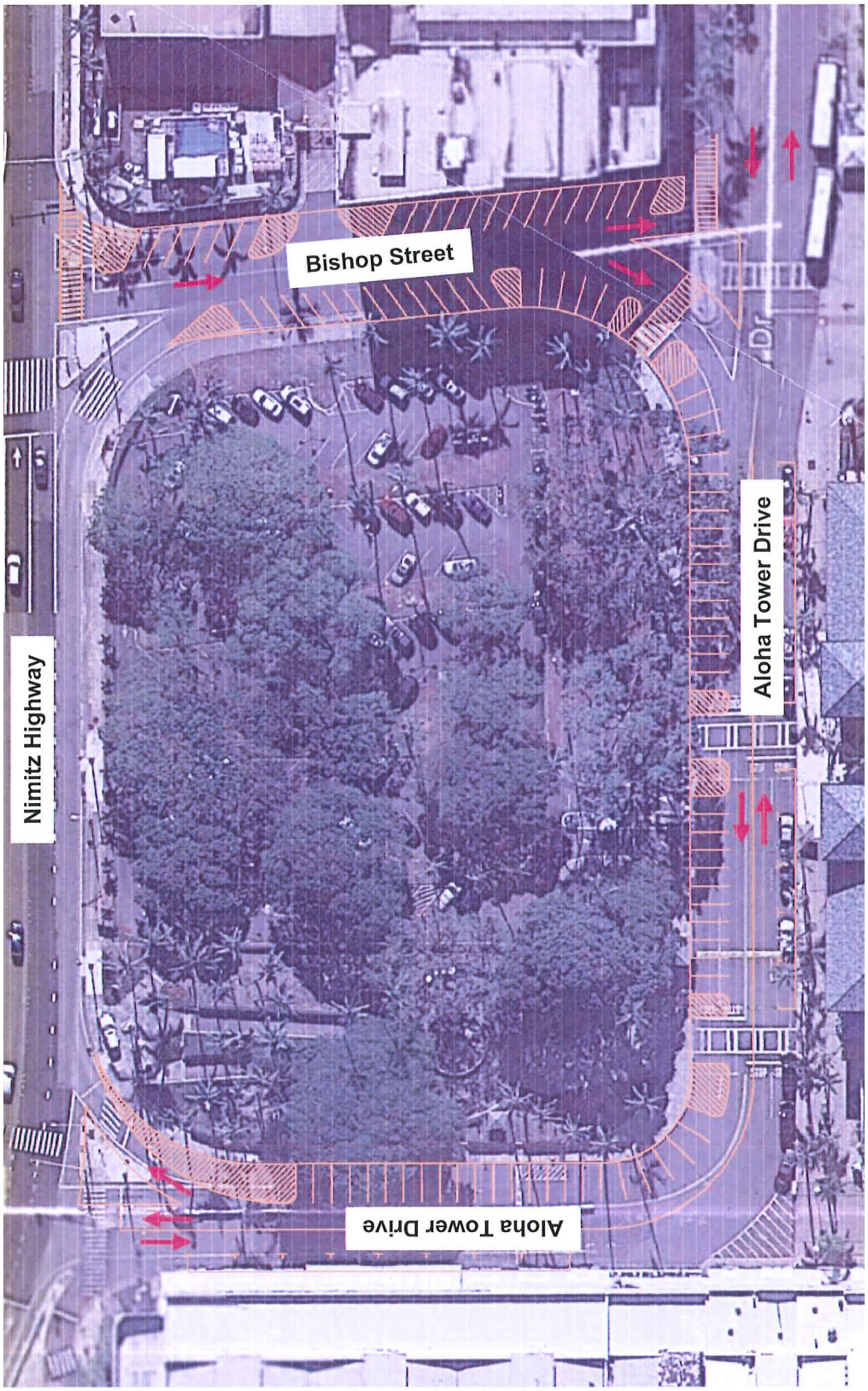

Figure 4. Irwin Park Plan (TIAR)

Alternative 1 – One Way Eastbound Aloha Tower Drive

Alternative 1 would convert Aloha Tower Drive from a two-way, four-lane roadway to a one-way, two-lane roadway from Nimitz Highway to the Richards Street parking aisle. The right lane on Koko Head bound Nimitz Highway would be converted from a shared through/right-turn lane to an exclusive right-turn lane at Aloha Tower Drive. The signalized intersection of Nimitz Highway and Aloha Tower Drive would become a pedestrian-only signal, which may not meet the MUTCD warrants for signalization.

A reduced-length exclusive right-turn lane would be maintained on Koko Head bound Nimitz Highway at Bishop Street. Bishop Street would be reduced from a two-way, four-lane roadway to a two-way, two-lane roadway between Nimitz Highway and Aloha Tower Drive. A reduced-length exclusive right-turn lane on mauka bound (northbound) Bishop Street would be maintained at Nimitz Highway. Table 4 summarizes the traffic assessment of Alternative 1.

Table 4. Aloha Tower Alternative 1 Traffic Assessment Summary

Advantages	Disadvantages	Suggestions
• Aloha Tower Drive signals will become pedestrian-actuated signals, which will improve Nimitz Highway operations. • The reduction of the through lanes on Nimitz Highway at Aloha Tower Drive will decrease pedestrian signal clearance time and thereby increase the "green time" on Nimitz Highway.	• Koko Head bound capacity on Nimitz Highway is reduced at Aloha Tower Drive. • The increase in traffic exiting from Bishop Street onto Nimitz Highway will worsen congestion at the intersection. • Motorists in search of parking must exit onto Nimitz Highway and circulate onto Downtown streets to return to Aloha Tower Drive. • Aloha Tower Drive pedestrian-only signals may not be warranted. • Motorists, waiting for vehicles backing out of parking stalls on Aloha Tower Drive and the Richards Street parking aisle, may block traffic lanes and queue traffic back onto Nimitz Highway and Ala Moana Boulevard. • Ewa bound ingress from Ala Moana Boulevard to Aloha Tower is restricted to Piers 5-6. • Vehicles, parked Koko Head of Bishop Street, must exit onto Ala Moana Boulevard.	• Extend the exclusive right-turn lane on mauka bound Bishop Street to the HECO driveway. • Maintain the storage capacity of the pedestrian island at Nimitz Highway and Bishop Street. • Install back-in, angle parking on Aloha Tower Drive.

Figure 5 depicts Alternative 1.

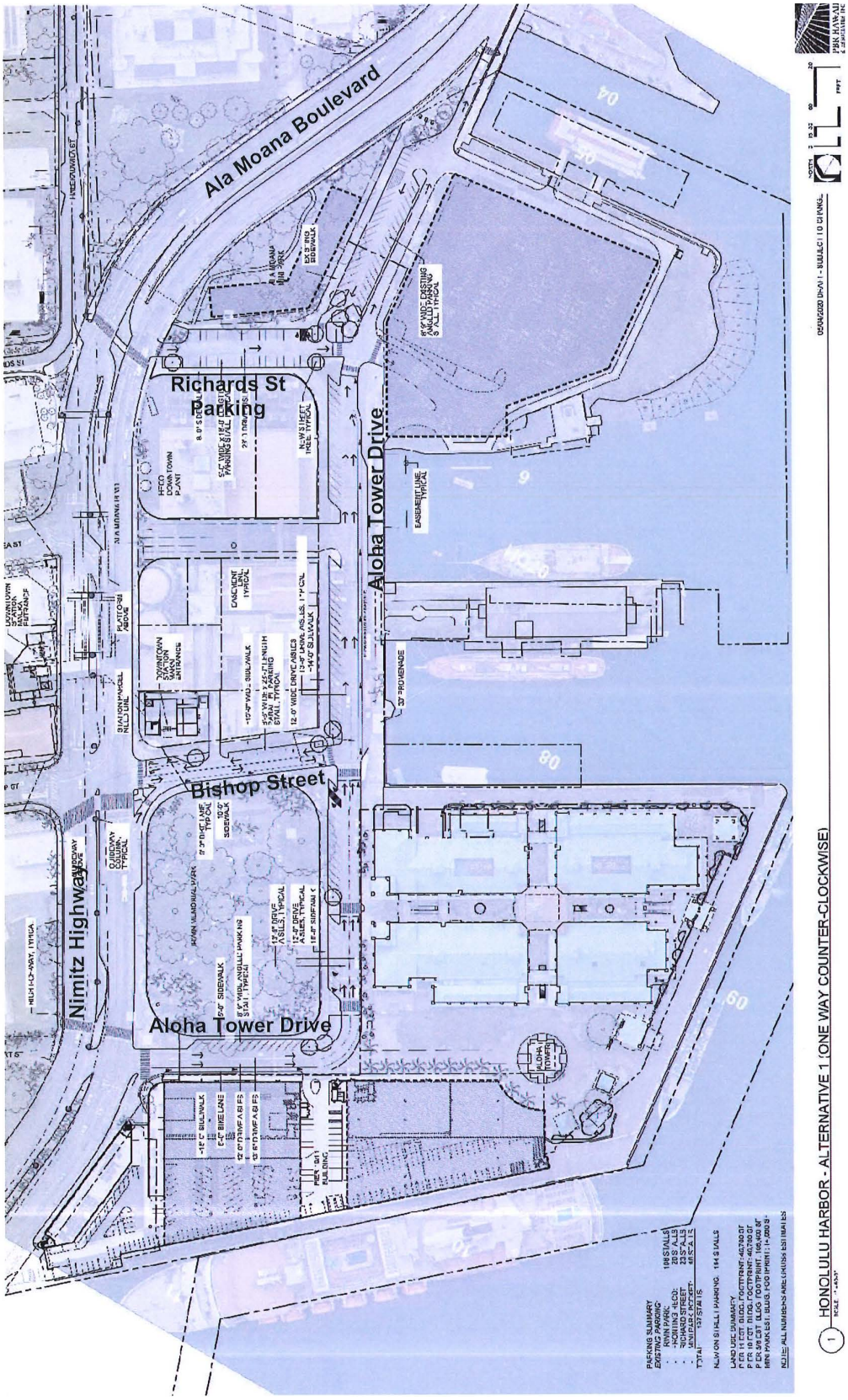

Figure 5. Alternative 1 – One-Way Eastbound

Alternative 2 – Two-Way Traffic Aloha Tower Drive

Under Alternative 2, Aloha Tower Drive would be converted from a two-way, four-lane roadway to a two-way, two-lane roadway from Nimitz Highway to the Richards Street parking aisle. The right lane on Koko Head bound Nimitz Highway would be converted from a shared through/right-turn lane to an exclusive right-turn lane at Aloha Tower Drive.

The existing exclusive right-turn lane on Koko Head bound Nimitz Highway at Bishop Street would be converted to a bus pull-out. The right lane on Koko Head bound Nimitz Highway at Bishop Street would be converted from a through-only lane to a shared through/right-turn lane. Bishop Street would be reduced from a two-way, four-lane roadway to a two-way, two-lane roadway from Nimitz Highway to Aloha Tower Drive. Table 5 summarizes the traffic assessment of Alternative 2.

Table 5. Aloha Tower Alternative 2 Traffic Assessment Summary

Advantages	Disadvantages	Suggestions
• Maintains current two-way traffic pattern. • Reduces pedestrian crossing time on Nimitz Highway at Aloha Tower Drive and increases "green time" on Nimitz Highway.	• Koko Head bound through capacities on Nimitz Highway are reduced at Aloha Tower Drive and Bishop Street. • Vehicles backing out of angle parking stalls may block both lanes on Aloha Tower Drive and Bishop Street. • Motorists waiting for vehicles backing out of parking stalls in the Richards Street parking aisle, queue traffic back onto Ala Moana Boulevard. • Reduces mauka bound capacities on Aloha Tower Drive and on Bishop Street.	• Construct mini-roundabouts on Aloha Tower Drive at Bishop Street and at the Richards Street parking aisle. • Install back-in, angle parking on Aloha Tower Drive. • Maintain the storage capacity of the pedestrian island at Nimitz Highway and Bishop Street.

Alternative 2 depicted on Figure 6.

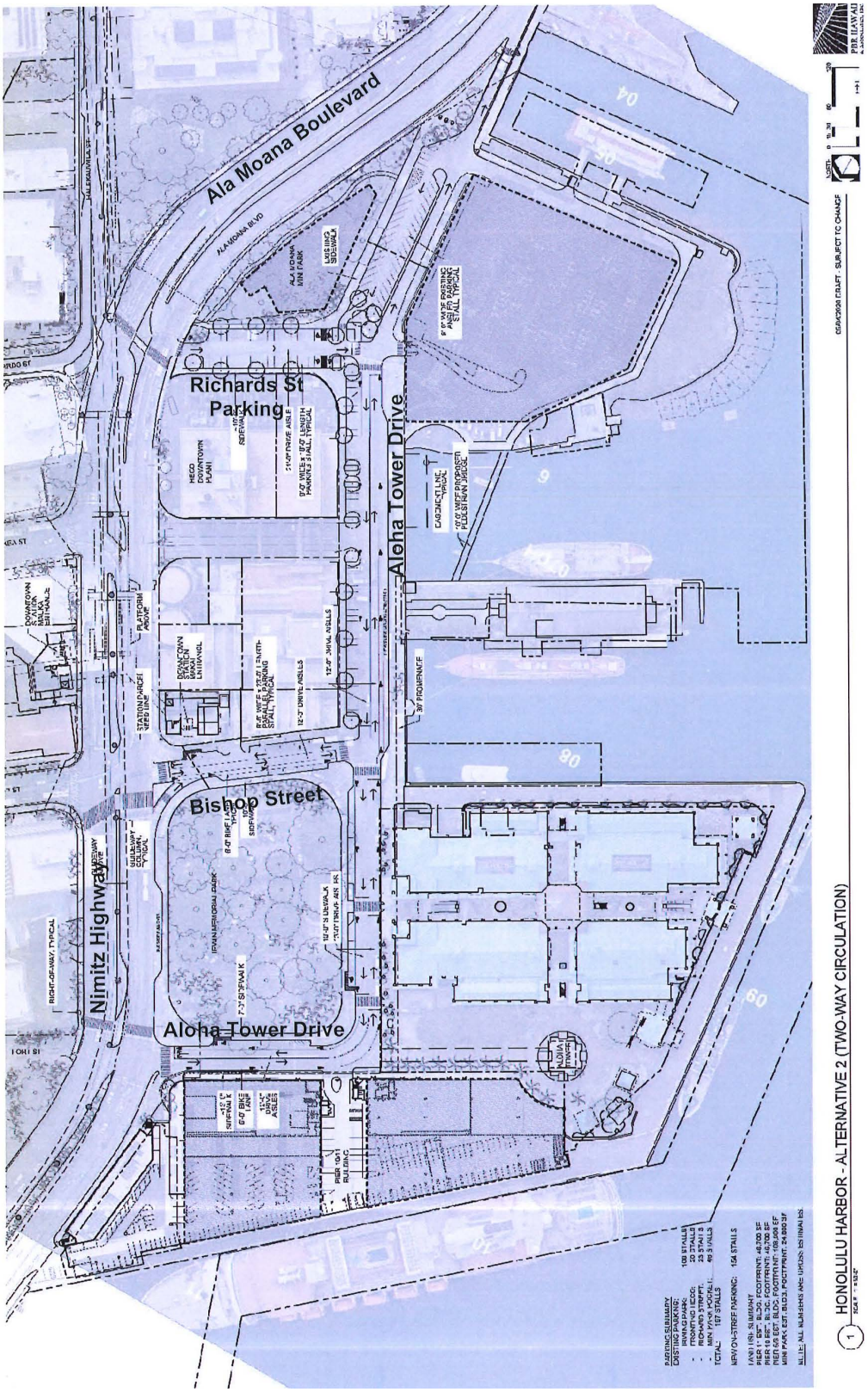

Figure 6. Alternative 2 – Two-Way

Alternative 3 – Superblock

Alternative 3 would close Aloha Tower Drive from the Richards Street parking aisle to Ala Moana Boulevard to create a "superblock between Piers 5-6 and the Ala Moana Mini-Park.

Aloha Tower Drive would be converted from a two-way, four-lane roadway to a one-way Koko Head bound, two-lane roadway from Nimitz Highway to Bishop Street. The signalized intersection of Nimitz Highway and Aloha Tower Drive would become a pedestrian-only signal, which may not meet the MUTCD warrants for signalization.

The right lane on Koko Head bound Nimitz Highway would be converted from a shared through/right-turn lane to an exclusive right-turn lane at Aloha Tower Drive. The existing exclusive right-turn lane on Koko Head bound Nimitz Highway at Bishop Street would be converted to a bus pull-out. The right lane on Koko Head bound Nimitz Highway would be converted from a through-only lane to a shared through/right-turn lane at Bishop Street.

Bishop Street would be reduced from a two-way, four-lane roadway to a two-way, two-lane roadway between Nimitz Highway and Aloha Tower Drive. The length of the existing exclusive right-turn lane on mauka bound Bishop Street would be reduced at Nimitz Highway.

The Richards Street parking aisle would be converted from a one-way makai bound (southbound) operation to a two-way operation. A channelized right-turn-out only lane would be provided from the mauka bound Richards Street parking aisle onto Koko Head bound Ala Moana Boulevard. The Richards Street parking aisle would be converted into parallel parking and bicycle lanes. Table 6 summarizes the traffic assessment of Alternative 3.

Table 6. Aloha Tower Alternative 3 Traffic Assessment Summary

Advantages	Disadvantages	Suggestions
• Aloha Tower Drive signal becomes a pedestrian-only signal, improving Nimitz Highway through traffic. • Reduces pedestrian crossing time on Nimitz Highway at Aloha Tower Drive and increases "green time" on Nimitz Highway. • Modifies the Aloha Tower Drive merge to Ala Moana Boulevard to serve as an exit from the proposed new parking structure at Piers 5/6.	• Koko Head bound through capacities on Nimitz Highway are reduced at Aloha Tower Drive and at Bishop Street. • Ewa-bound traffic exiting from Aloha Tower Drive would be diverted to Bishop Street, increasing congestion at the intersection. • Motorists must circulate onto Nimitz Highway to continue to search for available parking stalls along Aloha Tower Drive. • Vehicles backing out of angle parking stalls may block both lanes on Aloha Tower Drive. • The sight distance is limited from the mauka bound Richard Street parking aisle.	• Construct mini-roundabouts on Aloha Tower Drive at Bishop Street and at the Richards Street parking aisle. • Extend the exclusive right-turn lane on mauka bound Bishop Street to the HECO driveway. • Maintain the storage capacity of the pedestrian island at Nimitz Highway and Bishop Street. • Install back-in, angle parking on Aloha Tower Drive. • Signalize mauka bound Richards Street parking aisle with no right-turn-on-red.

Figure 7 depicts Alternative 3.

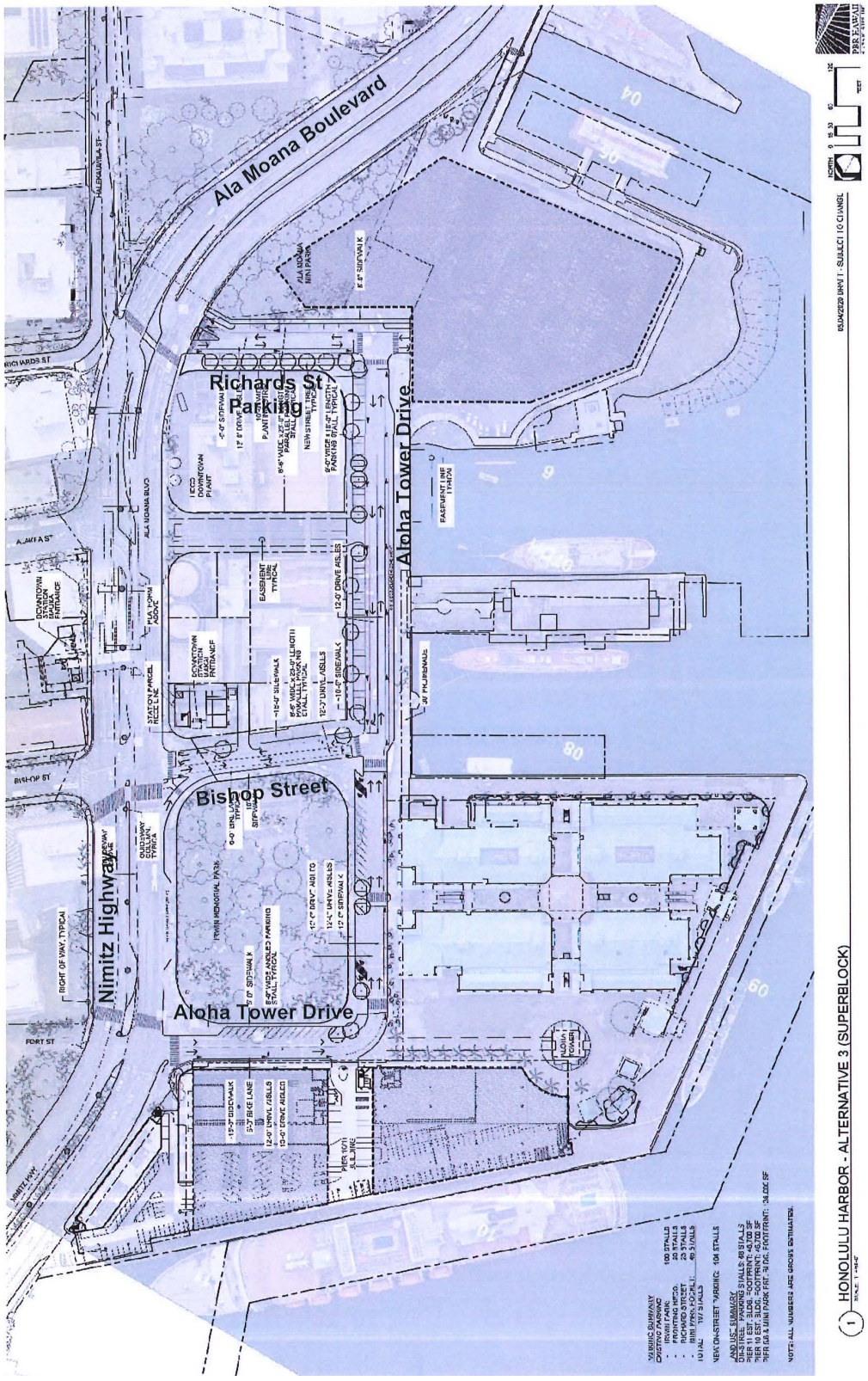

Figure 7. Alternative 3 – Superblock

Alternative 4 – One Way Westbound

Under Alternative 4, Aloha Tower Drive would be converted from a two-way, four-lane roadway to a one-way Ewa bound, two-lane roadway from Bishop Street to Nimitz Highway. The two-way Aloha Tower Drive would be maintained between Bishop Street and the Richards Street parking aisle.

The four-lane Koko Head bound Nimitz Highway would merge into three lanes at Aloha Tower Drive. The existing exclusive right-turn lane on Koko Head bound Nimitz Highway at Bishop Street would be converted to a bus pull-out. The right lane on Koko Head bound Nimitz Highway would be converted from a through-only lane to a shared through/right-turn lane at Bishop Street. Bishop Street would be reduced from a two-way, four-lane roadway to a two-way, two-lane roadway between Nimitz Highway and Aloha Tower Drive. A reduced-length exclusive right-turn lane on mauka bound Bishop Street would be maintained at Nimitz Highway. Table 7 summarizes the traffic assessment of Alternative 4.

Table 7. Aloha Tower Alternative 4 Traffic Assessment Summary

Advantages	Disadvantages	Suggestions
• Reduces pedestrian crossing time on Nimitz Highway at Aloha Tower Drive and increases "green time" on Nimitz Highway.	• Koko Head bound through capacities on Nimitz Highway are reduced at Aloha Tower Drive and at Bishop Street. • Right-turn demand on Koko Head bound Nimitz Highway at Bishop Street in increased. • Four through lanes on Koko Head bound Nimitz Highway must merge into three through lanes at Aloha Tower Drive. • Vehicles backing out of angle parking stalls may block both lanes on Aloha Tower Drive. • Motorists must circulate onto Nimitz Highway to continue to search for available parking stalls along Aloha Tower Drive. • Left side vehicle drop-off/ pick-up at the cruise ship and Marketplace loading zones.	• Construct mini-roundabouts on Aloha Tower Drive at Bishop Street and at the Richards Street parking aisle. • Extend the exclusive right-turn lane on mauka bound Bishop St to the HECO driveway. • Maintain the storage capacity of the pedestrian island at Nimitz Highway and Bishop Street. • Install back-in, angle parking on Aloha Tower Drive. • Convert Richards Street parking aisle to a two-way operation with an exit onto Ala Moana Boulevard.

Figure 8 depicts Alternative 4.

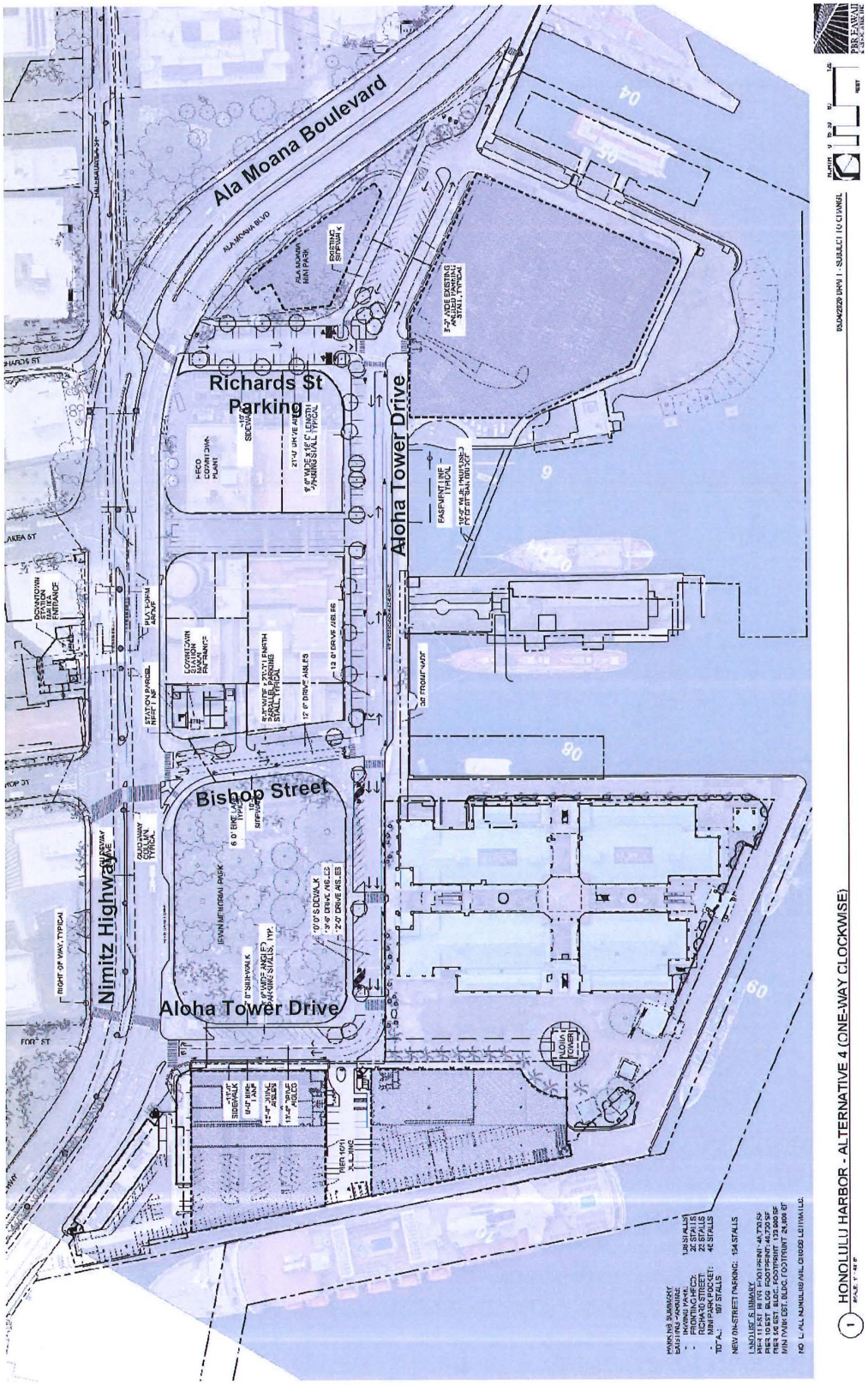

Figure 8. Alternative 4 – One-Way Westbound

Conclusions

This traffic assessment was prepared without the analysis of the existing traffic count data along Honolulu Harbor. Because the COVID-19 pandemic lockdown would have skewed the current traffic conditions, traffic count data collection was not included in the scope of services. Furthermore, this traffic assessment does not account for trips generated from the future developments in the Aloha Tower Marketplace. The Honolulu Harbor 2050 Master Plan traffic improvements along Nimitz Highway and Ala Moana Boulevard will be subject to DOT-Highways review. It is anticipated that DOT-Highways may request additional traffic analysis at specific intersections along Nimitz Highway and Ala Moana Boulevard. This report was submitted to the DOT-Highways in September 2020 for review. However, no comment has been received to date.

Honolulu Harbor traffic is comprised primarily of trucks and truck-trailer combinations. The consolidation and redirection of Honolulu Harbor traffic along Nimitz Highway can result in more efficient traffic operations within the Honolulu Harbor land area and safer traffic operations along Nimitz Highway. It is also anticipated that DOT-Highways may request the restriction of access at existing driveways along Nimitz Highway, where feasible.

The existing parking lot in Irwin Park confines the traffic circulation within the parking lot. The relocation of the Irwin Park parking stalls to on-street parking spaces along Aloha Tower Drive and Bishop Street can be expected to increase the traffic circulation within the Aloha Tower Marketplace, on Nimitz Highway/Ala Moana Boulevard, and on the surrounding Downtown streets. Mini-roundabouts are suggested at the intersections along Aloha Tower Drive, which will accommodate U-turn movements, and contain the traffic circulation within the Aloha Tower Marketplace, and thereby minimize the need for motorists to turn back onto Nimitz Highway/Ala Moana Boulevard and return to Aloha Tower Drive and Bishop Street in search of parking.

APPENDIX P

STAKEHOLDER COMMENTS ON PRE-FINAL DRAFT HHMP AND DOTH REPONSES

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
Randy Grune			
1-1	1.0	First paragraph: change "is" to "are".	Revised to "are".
5-3	5.2	Add reference to 45-FT containers, which are commonly used in Honolulu Harbor	Revised to add 45-FT containers.
Dan Polhemus			
3-30 7-5 7-90 7-90 8-2 9-14	3.5.3.1 7.1 7.10.2 7.10.3 8.1.1 9.5.1	The HHMP should reference the environmental compliance issues associated with widening the various entrances and channels. The main entrance channel is bordered by platform reefs and seagrass on both sides. Both coral reefs and seagrass will require mitigation; however, seagrass is easier to mitigate. The Kapālama Channel has legacy environmental contaminant issues. The Kalihi Channel will require refurbishment of the approach channel (e.g., Seaplane Runway, Mokulēʻia Island, etc.), which will require dredging and coordination with the Army Corps of Engineers.	Regulatory requirements and potential mitigation measures related to environmental resources and hazardous materials are discussed in the referenced sections of the HHMP document.
3-17 4-47	3.4.3.3 4.1.4	Add note re: Pier 4 tide gage station installed in 1905 and provides over 100 years of continuous tide date. The tide gauge can be used to monitor future SLR.	Added text.
7-1 to 7-5 8-10	7.1 8.3	Earlier in the planning process there were discussions about standardizing pier heights throughout all of Hawaiʻi's harbors, which would have the environmental benefit of not needing to discharge ballast water in the harbors. Has any of that been retained in the current HHMP?	Added description of potential issues and need for coordination during pier facility design to accommodate vessel and equipment operational requirements. Added description of potential benefit of standardized pier heights in minimizing ballast water exchange.
4-84 to 87	4.4.5	Typically discharging ballast water in ports is not done and it should not be happening in Honolulu Harbor. Typically,	Treated ballast water discharges occur in Honolulu Harbor, as regulated by USCG and Environmental

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
		ships entering Honolulu Harbor are offloading, so they would be taking on ballast water, not discharging ballast water. Regulating ballast water used to be under the State of Hawai'i's jurisdiction, however, it was recently changed to fall under federal jurisdiction.	Protection Agency (EPA). The HHMP includes a description of the current federal and state regulatory regime related to ballast water exchange and hull fouling in state harbors. A description of typical ship loading conditions is also included in the discussion.
7-21	7.2.7	How do you handle discharging drainage from the piers that may be contaminated with industrial pollutants while ensuring compliance with the Clean Water Act?	The HHMP recommends installing vortex drainage systems (hydro-dynamic separators) that have water separators to treat water before it is discharged.
Captain Enos / Comments in PAC 4			
7-1 to 7-5 8-10	7.1 8.3	In the HHMP, there is no discussion of how elevating the piers will affect RO/RO operations considering that at times the RO/RO ramp is significantly lower than the pier deck. If you raise the pier by 3 FT, will the RO/RO ships that arrive heavy and low be able to get the bottom of the RO/RO ramp to hit the bull rail? Would they be able to put the ramp down during low tide? How high can you raise the piers before RO/RO ships are unable to put the ramp down?	Added description of potential issues and need for coordination during pier facility design to accommodate vessel and equipment operational requirements to referenced sections of the HHMP.
8-12	8.6	Consider including a recommendation to revisit ATDC jurisdictional boundaries and reclaim landside areas adjacent to Piers 10/11 berth for DOTH jurisdiction for maritime uses.	Added new section 8.6 to discuss maritime community interest in revisiting DOTH jurisdiction over Piers 10 and 11.

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
Manny Kuloloio / Email 11/4/2022			
3-5	3.1	Change "Kulolio" Station to "Kuloloia" Station	Revised as noted.
8-12	8.6	Support for retaining Piers 10/11 sheds for maritime operations and cruise ship terminal operations (in support of Capt. Ed Enos, Mr. Randy Grune, Mr. Glenn Hong, Mr. Gary North, and Ms. Noelani Schilling-Wheeler)	Added language to new Section 8.6 re: ATDC jurisdiction and maritime community support for bringing Piers 10 and 11 sheds back under DOTH authority.
4-33 6-13 7-20	4.1.2.22 6.2.1.2 7.2.5	Support for assigning use of Pier 41 to Young Brothers during redevelopment of Piers 39 and 40.	Added recommendation for Young Brothers to use Pier 41 during reconstruction of Piers 39 and 40. In the long-term, DOTH will assign an operator at Pier 41 based on the needs of the Harbor and the interest of the State.
3-8 3-15	3.3 3.4.3.1	Include Hawaiian names for flora and fauna listed in Chapter 3. Without Hawaiian language names for even basic resources, the document could be describing a harbor anywhere in the world.	Added Hawaiian names for flora and fauna in Chapter 3. Added reference to *Kamoku`ākulikuli / `ākulikuli* island in sections about Sand Island and "Quarantine Island" throughout the document. Added reference to "*Ke ʻAwa O Kou*" to first paragraph in the Executive Summary. Added reference to *ke kai o Kuloloi'a* or the Sea of *Kuloloi'a* for the waters off of *Kuloloi'a* beach (from *Pākākā* Point near the present-day location of Pier 11 to Kakaʻako) to Section 3.3 – Background of Honolulu.
4-84 to 87	4.4.5	Recommend someone from the State reach out to go "talk story" with the US Coast Guard Representative, if not already, that was unaware of the biofouling and/or "discharge" regulations applicable to the Sea of Kuloloi'a (now known as Honolulu Harbor). We cannot let them fail,	The HHMP includes a detailed discussion about biofouling and ballast water exchange in Honolulu Harbor, including USCG and State DAR's regulatory roles. Treated ballast water discharges are

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
		wittingly. They are key personnel and integral to the harmonious relations as a member of our Ocean Family.	permitted in Honolulu Harbor under current federal regulations and USCG oversight.
USCG			
8-11	8.5	Add discussion on cybersecurity.	Added new Section 8.5 - Cybersecurity.
IDPP – Carol Mitsuyasu			
7-88	7.10.3	Various text revisions.	Replaced text in entirety with Carol's suggested revisions.
7-89	Fig. 7.50	Revise IDPP boundary at Pier 32.	Revised figure based on 2018 map provided by Carol.
DOT-HWY			
General	8.4	General comment: If moving forward with projects to raise piers, alter land use, or modify transportation operations, please start coordination with the Highways Division early.	Added new Section 8.4 - Inter-Agency and Community Coordination
4-6	4.1.2.2	Page 4-6 Existing Conditions "A 6-ft wide sidewalk on the Diamond Head side of Channel Street provides pedestrian access to Ala Moana Boulevard. There are no pedestrian wayfinding signs or informational kiosks, nor any shade features (trees or awnings) on the sidewalk for pedestrian orientation and comfort." Comment: Although there is an existing sidewalk, it has several barriers including utility poles, planter boxes, fire hydrants, and parking meters. These barriers potentially inhibit a continuous pedestrian access route.	No change. DOTH recently completed an improvement project to remove barriers on the sidewalk as required to comply with ADA accessibility standards. Added this to the text. The HHMP development plan (Chapter 7) recommends widening the sidewalk to 8-feet.
6-5	6.1.4	Comment: The paragraph does not mention pedestrians. There are cruise ship passengers who navigate into and out of the cruise ship terminal on foot. I see them trying to	Added reference to pedestrian activity around cruise terminals and cross-referenced to other

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
		figure out where to go. Please consider including a discussion about pedestrian access from/to the cruise ship terminal. There are numerous amenities for cruise ship passengers to enjoy within walking distance or a short bus ride.	areas of the HHMP that discuss pedestrian improvements.
6-25	6.2.4	Comment: There is no discussion about passengers entering and exiting the cruise ship terminal area on foot. We see passengers walk from the terminal, and they often look lost. Please consider including a discussion about pedestrian access from/to the cruise ship terminal and consider including pedestrian access improvements and wayfinding. Additionally, there are Biki bikeshare stations within walking distance of the cruise ship terminal. Providing Biki information to passengers (via wayfinding signs) may help some passengers choose this option instead of taxis and ridesharing services. It is helpful for passengers who are interested in walking, biking, and taking the bus to be provided with information about the larger multimodal transportation system. It would be helpful to have multimodal transportation options included in the plan and information made available to all cruise ship passengers.	Recommended pedestrian improvements are included in the development plan in Section 7.5.1 – Cruise Ship Terminals. Added language to Section 7.5.1.1.
Young Brothers LLC			
Various	4.1.2.22 4.1.2.23 6.2.1.2 6.2.1.3 7.2.5	Various comments in mark-up copy of the Pre-Final Draft.	Revised and/or acknowledged comments.

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
	9.2.2 9.2.7 Table 9.2		
4-33 6-13 7-20	4.1.2.22 6.2.1.2 7.2.5	As a general request, YB requests that the plan clarify the "interisland cargo operator", "authorized interisland carrier" and "interisland carrier approved by the PUC" as Young Brothers, LLC to be consistent with the earmarks of Matson at the Sand Island Terminals and Pasha at the KCT Terminal.	Added "Young Brothers, LLC" to references to "interisland cargo operator" and variations, in Sections 4, 6 and 7.
4-33 6-13 7-20	4.1.2.22 6.2.1.2 7.2.5	Summarizing YB's comments on the 2050 HHMP, YB strongly supports the critical repairs of Piers 39 and 40 to continue operating in a safe and efficient manner. For this to be accomplished, YB needs the use of Pier 41 and additional areas to offset operations.	Added recommendation for Young Brothers to use Pier 41 during reconstruction of Piers 39 and. In the long-term, DOTH will assign an operator at Pier 41 based on the needs of the Harbor and the interest of the State. The HHMP recognizes the importance to provide adequate, alternative facilities for cargo operators that are temporarily displaced due to pier re-construction and modernization activities.
OPSD-CZM			
7-91	7.10.5	The Master Plan may benefit from further discussions on natural solutions to SLR and Harbor water quality. The UHCDC advocates for the softening of the shoreline using installed wetlands as a SLR adaptation strategy. Additionally resources such as oyster beds within commercial harbors may lesson water quality impacts. I do note that the HHMP does provide analysis of wetlands, but it may benefit from a greater examination of its beneficial use of wetlands as water quality accelerator and as a	Added recommendation that "soft design" and natural solutions, such as beneficial use of wetlands, oyster beds, and vegetated costal buffers, be considered as water quality and SLR adaptation solutions for lands within DOTH jurisdiction where conditions and uses may be appropriate.

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
		natural SLR adaptation solution. If nothing else, listing it as reference will connect the planning work of HDOT with that of UH.	Added *South Shore Promenade and Coastal Open Space Network Study: Resilience and Connectivity by Design* to HHMP Chapter 10 - References.
CLIA – Roy Catalani			
6-25 To 29	6.2.4.1	The current draft of the HHMP, at page 6-25, recommends "two general land use alternatives for cruise operations", which are intended to "provide flexibility for future decision-making to accommodate changes in industry trends and a variety of development scenarios for the Aloha Tower Complex." ***Alternative 1*** is a consolidated cruise terminal at Piers 1 and 2 to "accommodate cruise vessel berthing, provisioning, and passenger processing for two cruise vessels berthed simultaneously at Piers 1 and 2." This alternative would eliminate cruise operations from Piers 10 and 11. It would limit cruise ship operations at Pier 1 to vessel berthing and provisioning in connection with a port call or a partial turn-over of 500 passengers or less. While Alternative 1 would, theoretically, offer more passenger staging space than at Piers 10 and 11, Alternative 1 comes with its own issues, including the necessity that Pier 1 would continue to be used primarily as a cargo pier. In addition, as recognized in this draft of the HHMP, (a) a cruise ship berthed at Pier 1 and engaged in fuel bunkering operations (via a fuel barge) would create a navigational constraint for large vessels entering the adjacent Honolulu Harbor entry channel and, without a costly and currently unbudgeted widening of this channel, the use of Pier 1 for	Section 6.2.4.1 includes statements that: • DOTH will coordinate with cruise ship operators to determine suitable conditions and adequate facilities needed for cruise operations at Pier 1, which would be dependent on the level of cruise ship activity. • It is DOTH's *intention* to accommodate simultaneous operation of two cruise ship berths at Honolulu Harbor. • Decisions on investments in cruise terminal facilities will depend on mutual commitments among DOTH, ATDC and the cruise industry. • Decisions that would result in decreasing or increasing the number of cruise ship berths in Honolulu Harbor, and the corresponding number of calls by cruise ships, should also consider the effects that such a change would have on the neighbor islands.

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
		cruise ship berthing and bunkering would have to be scheduled around the scheduled use of the channel by large cargo vessels (as noted on page 6-27 of the HHMP), (b) all passenger processing would occur at Pier 1, which already has issues with adequate passenger processing space (as noted on page 4-77 to 4-78 of the HHMP); (c) passengers disembarking at Pier 2 would be directed to the Pier 1 Terminal Building for processing (as noted on page 6-28 of the HHMP), which, particularly for persons of limited mobility, is a significant issue, and (d) significant issues would arise if passenger ground transportation operations would have to concurrently support two vessels as the currently limited space at the Pier 2 Cruise Terminal is already congested (as noted on page 4-78 of the HHMP). ***We suggest that the HHMP recommend that issues (a) through (d) be addressed and resolved before any decision to proceed with Alternative 1.*** The HHMP does not appear to currently include this recommendation. *See* HHMP recommendations at pages 6-28 to 6-29.	
6-25	6.2.4.1	Even more fundamentally for cruise lines, the primary issue has been, for the duration of the HHMP process, the issue of timing and implementation of any plan to eliminate cruise ship use of Honolulu Harbor Piers 10 and 11 (in favor of commercial/retail use or otherwise). That is, the following combination of facts have been problematic: (a) the cruise's industry's demonstrated need for two cruise berths in Honolulu and (b) the lack of commitment or recommendation in prior HHMP drafts	See response above.

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
		to continue cruise operations at Piers 10/11 until a second suitable cruise berth and suitable land facilities and capacity are available to serve a second cruise ship at Piers 1 and 2 or another suitable location. The current draft of the HHMP recognizes this issue at page 6-25: "The HHMP recognizes that a second cruise vessel berth is necessary to accommodate the number of pre-pandemic cruise vessel calls and the projected growth in cruise industry activity at Honolulu Harbor. DOTH will make decisions on cruise terminal improvements and changes to 2 existing cruise vessel operations in Honolulu Harbor based on State policy, operational requirements, and mutual commitments with cruise operators on port facility operations, cruise schedules and investments that will best serve the people of Hawai'i and the maritime community." We appreciate this important addition to HHMP. We are not entirely certain, however, that it states a commitment or recommendation to continue cruise operations at Piers 10/11 (should Alternative 1 be pursued) until a suitable cruise berth and suitable land facilities and capacity are available at Piers 1 and 2 to serve a second cruise ship. ***We believe that the HHMP should include such a recommendation with its list of recommendations on pages 6-28 to 6-29.***	

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
6-25	6.2.4.1	In addition, the paragraph quoted above refers to "cruise industry activity at Honolulu Harbor" and "changes to existing cruise vessel operations in Honolulu Harbor." ***The HHMP should clearly make the important point, as has been established in the HHMP process, that a loss of a second cruise berth will not occur in a vacuum and will impact cruise vessel operations in Hawaii ports beyond Honolulu Harbor.*** That is, given limited neighbor island berthing, a cruise ship will not be able to simply "schedule around" the loss of the use of the second berth in Honolulu and, as a result, changes in Honolulu Harbor (in the form of a loss of a second berth) will affect cruise ship calls upon the neighbor islands.	The HHMP includes a recommendation that decisions that would result in decreasing or increasing the number of cruise ship berths in Honolulu Harbor, and the corresponding number of calls by cruise ships, also consider the effects that such a change would have on the neighbor islands.
6-25	6.2.4.1	Under ***Alternative 2***, DOT-H would continue "to use and improve Pier 2 as the harbor's primary cruise terminal and Piers 10 and 11 as the secondary cruise terminal." The HHMP states that "[t]his alternative responds to the preference expressed by cruise industry representatives and members of the maritime community for the continued use of Piers 10 and 11 as a secondary cruise terminal as opposed to consolidating all cruise activity at Piers 1 and 2. From a passenger experience perspective, the Aloha Tower complex provides an interesting and hospitable environment for disembarking passengers, particularly when compared to the exposed, industrial character of the Pier 1 cargo terminal."	No change to HHMP document. The HHMP is not a decision-making document. DOTH Administration and Oʻahu District will establish the schedule for improvements or modifications to cruise terminal facilities based on the overall needs of the commercial harbors system, budget priorities, and negotiations with the cruise industry.

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
		In the Alternative 2 discussion, the HHMP also "recognizes that there may future demand for a second or third homeported cruise ship" at Honolulu Harbor, which may be sited at Piers 10/11 if this site is improved to "handle full turns." For the cruise industry's planning purposes, it would be helpful if the HHMP could provide some guidance on the planning windows for either or both Alternative 1 and/or Alternative 2.	
6-25 8-12	6.2.4.1 8.6	More to the point, given the "HHMP Recommended Project Prioritization" (Table 9.2, pages 9-8 to 9-13), as well as well-known CIP budget limitations and realities, the HHMP could be interpreted as stating both of the following: 1. Implementation of either of these alternatives is unlikely as the projects under these alternatives do not appear to be a priority of any kind (*i.e.*, the Alternative 1 and 2 projects are not rated high, medium or even low in priority), so the HHMP appears to be stating, in effect, that the current combined use of Pier 2 and Piers 10/11 for cruise ships is what the future most likely holds and this status quo is very unlikely to change during the plan period; however, 2. Because projects under these alternatives are rated "opportunistic", meaning that they are "non-urgent projects that may be initiated through agreements among private partners, DOTH, and/or ATDC," the HHMP also seems be stating that, particularly with respect to Piers 10 and 11, the entry of a private developer, at any	No change to HHMP document. Identifying cruise terminal improvements as "opportunistic" is consistent with the statement in the HHMP document that the ultimate decision about cruise terminal improvements will be based on negotiations and resulting mutual commitments among DOTH, the cruise industry and, in the case of Piers 10 and 11, the ATDC. The entry of a private developer at the Aloha Tower complex would not necessarily result in the elimination of cruise operations at Piers 10 and 11. A cruise ship operator may also initiate a proposal to ATDC to invest in cruise terminal facilities at Piers 10 and 11, as is commonly undertaken in other ports around the world. Added new section 8.6 to discuss maritime community interest in revisiting DOTH jurisdiction over Piers 10 and 11 as a means to ensure the primacy of maritime uses in land use decisions at those piers.

Stakeholder Comments on Pre-Final Draft HHMP and DOTH Responses

Page	Section	Comment	Response
		point, could change the status quo and result in displacement of a maritime user in favor of what the HHMP terms a "nonurgent" use. It would be helpful to the industry if the HHMP could clarify whether statements 1 and 2 immediately above are correct. If statement 2 is correct, ***then this would further support our position that the HHMP should make an express recommendation, at pages 6-28 to 6-29, to continue cruise operations at Piers 10/11 (should Alternative 1 be pursued) until a suitable cruise berth and suitable land capacity are available to serve a second cruise ship. It would be appropriate for the HHMP to point out that such continuation is also necessary because State law and policy preclude the displacement of an existing maritime user by a non-maritime use (such as by a developer of commercial/retail space).***	