

3-24-2008



**Captain Bill Littell**  
1720 Ala Moana Blvd. #806B, Honolulu, HI 96815

Hawaii State Legislature

Support of House Bill HR 200, / HCR 237

Subject: REQUESTING THE DEPARTMENT OF LAND AND NATURAL RESOURCES WITH THE ASSISTANT OF THE DEPAT. OF TRANSPORTATION, TO STUDY THE FEASIBILITY OF A PRIVATE-PUBLIC PARTNERSHIP TO DEVELOP A BOAT MARINA NEAR KE'EHI LAGOON.

My Support of HR 200:

Attention: Chairman Ken Ito, and other committee members of the Water, Land and Ocean Resource and Hawaiian Affairs (WLH)

The attached letter was formerly sent to Chairperson Laura H. Thielen. In November 30th 2007

DLNR Chairperson Laura H. Thielen

1151 Punchbowl Street

DLNR Office.

Honolulu, Hawaii.96815

Nov 30th 2007

Subject: Submerged Harbor Land in SBH

Dear, Mrs. Thielen

Refer: Ala Wai Boat Harbor and all other SBH harbors.

Dear Laura:

Attached is a copy of my letter to the Governor, and member of the Senate and House

As you and Ed Underwood no all small boat harbors are comprised of a lot of different component systems, and failure to not use the latest technology and take advantage of the cost saving into consideration is not acceptable any more. When we can build harbors that are better, more beautiful and operate at a much less cost that is a smarter process.

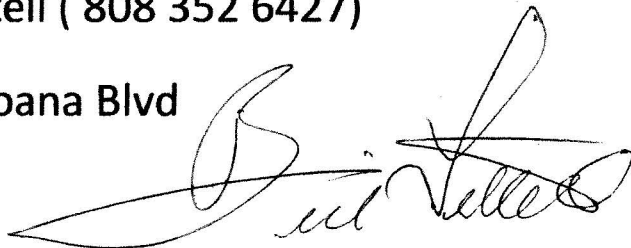
Partnering is just one of the many pieces of pie. I have been a big support of DLNR and DOBOR for many years, but I believe that there is better way to get the job done, as I have said in the attachment to the Governor Linda Lingle.

Mahalo.

Capt Bill Littell ( 808 352 6427)

1720 Ala Moana Blvd

Unit 806 B

A handwritten signature in black ink, appearing to read "Bill Littell", written over a horizontal line.

Honolulu, Hawaii 96815

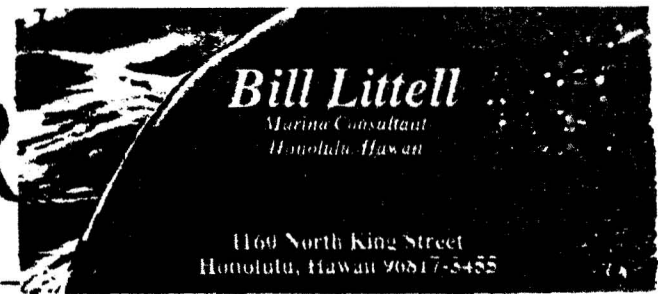
Attached document, and photo's are a record of my support on the issues for Ke'ehi Lagoon, and hopefully to be incorporated in all future existing and new Marinas within the State of Hawaii

5/18/2001

MAY 18, 2001

# COMMENTAR

Daily edition: [pacific.bcentral.com](http://pacific.bcentral.com)



**Bill Littell**  
Marina Consultant  
Honolulu, Hawaii

1169 North King Street  
Honolulu, Hawaii 96817-5455

## Marinas have potential to be good business

I have read the response from Robert Becker (Letters, April 13) to my earlier letter calling for privatization of boat harbors.

[Becker contends Keehi should be kept a "blue collar" marina and should remain under state management with better enforcement of regulations. He suggested privatizing Ala Wai only, anticipating a rate increase under privatization.]

Many of the most popular marinas are built around major airports, military bases and under bridges throughout the United

States. A sample is the largest marina, Marina Del Ray, near Los Angeles' airport. It has 11,000 vessels in the harbor.

On the other hand, Newport Beach, Long Beach, Mission Bay and San Diego are all within the flight pattern of major airports.

I know Honolulu International Airport's flight pattern, however, LAX has hundreds more take-offs and landings a day. Keehi is about like San Diego, which has two separate airports (near the city

*Privatization of harbors can help Hawaii replace what was lost with the downturn of agriculture. The state of Florida, for example, receives more revenue from boating than from much of its agriculture.*

and at Coronado Naval Air Station).

I have lived on my new yacht since 1998 under several major airports while traveling the coast of Mexico north along the California coast.

A marina can be as pricey as any resort, or it can be reasonably affordable, but only when there is a lot of competition — and that will occur with privatization.

Many of the marinas built around Navy bases, oil refineries and runways are clean and often well-run, in most cases simply because a port district manages the private marina. Under privatization, this will occur. One can validate this point with supporting data.

Mr. Becker makes a point that the

beauty of marina life is not all marinas look alike or provide the same services. Yet he does not appear to look to industry standards.

Privatization of harbors can help Hawaii replace what was lost with the downturn of agriculture. The state of Florida, for example, receives more revenue from boating than from much of its agriculture.

And other cities, such as Tampa, Ft. Lauderdale, Miami, Charleston, Norfolk, San Francisco, Portland, Seattle and Vancouver all have very healthy marine industries. Hawaii has a business opportunity for small businesspeople in the marine industry, and it is a very big growth industry.

Ko Olina is a picture of what a marina can be. I believe it functions very effectively. It shows marina life has become a place for business and recreation for people to enjoy.

Hawaii has attempted to find a replacement industry for sectors that have declined or left. The recreation marina industry would bring thousands of jobs for small businesses.

*Bill Littell is a marina consultant and boat owner based in Honolulu.*

**Letter to the editor**

Bill Littell  
In My Opinion

### PACIFIC BUSINESS NEWS

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# Capt Bill Littell

Marine Consultant

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Honolulu, Hawaii

96815

March 24<sup>th</sup> 2008

Aloha

Senator: Clayton Hee, Chairperson (WAH)

Rep: Ken Ito Chairperson (WLH)

Subject: Ala Wai Small Boat Harbor. (Leased submerged land)

CC: Senator Fred Hemmings, Senator Suzanne Chun Oakland,  
Senator Gordon Trimble, Representatives, Joe Souki, And Rep:  
Tom Brower.

My review of DLNR/DOBOR current Legislature Proposals is that they and others neither DLNR nor DOBOR do not intend to seek out leasing of the submerged harbor lands for any advancement of updating all of are 21 state harbors.



If this is true, then investment in boating in Hawaii will die at the hands of the protectors, the state.

Hawaii is current 49 or 50 out 50 in the US. Boating Market and it will never change. Unless DLNR/DOBOR realizes that free enterprise is the states best friend otherwise new boating industries are dead. Investments in Hawaii will not come back to our boating harbors.

If we are so afraid of DLNR/ DOBOR to protect jobs of state workers at the worst run and the poor managed Small Boat Harbor systems. We will never be able to provide world class harbors without large amounts of investors and investment. Some do not like really, but the tides will increase and the shores will crumble, weather we like or know.

The track record of the State of Hawaii in boating over the last 20 years is a good indication of what really happens.

To protect a situation of development that prevents private enterprise to or from entering into Hawaii in order to advance future of all boating, will simply drive local and mainland or foreign investors and future boaters away from Hawaii.

Yes we are building new docks, that is wonderful and a great tribute to our governor.

However, I have personally spent 15 years of my life attempting to rebuild our run down harbors, and bring in new investment into Hawaii. At the current projected rate of DLNR/DOBOR it will take 30 years for Hawaii to finish the job.

The business of boating and economics of boating is in the million if not billions of dollars and the State of Hawaii need at least of \$350 to \$500 million in investment which they do not have to simply clean up and rebuild the 21 small boat harbors and the failure to open are small boat harbors to private business and partnership will only allow reflect Hawaii's failures. Anyone who is a business person can surely see the indication that the investment will follow only to other shores, and by pass Hawaii shores.

I look forward to your response on the above matter, without leasing of the submerged land in all of the harbors boating will fail.

I hope the 2008 legislature will bring forth the need legislation to lease the submerged lands.

The legislator and others all know the numbers, if one take ten million a year/ how many years will it take to get \$350 to \$500 million of state funds, Budget new cuts on the horizon and we private citizens all know it, and all funding for boating will not be a top priority

Mahalo

Capt Bill Littell

A handwritten signature in black ink that reads "Bill Littell". The signature is written in a cursive style with a large, looped initial "B" and a distinct "Littell" at the end.

808 352 6427

Senate Suzanne Chun Oakland.

State Senate

Honolulu, Hawaii.9681s

Oct 31<sup>st</sup>, 2007

Subject: Hawaii Revised Statutes HRS 0171 and HRS 0190D  
0021 Ocean leasing of state marine waters and submerged  
lands

Dear, Senator Oakland

I know you are very busy getting ready for the up and coming  
2008 legislature session, and now that the superferry issues is  
solved just maybe we can get something done.

The question that remains and is still needs to be address  
resolved in order to move forward with our proposal is the get  
a legal opinion on submerged lands HRS 0171 and HRS 0190D

Ed Underwood who has been very helpful, and right fully he has  
push the issue up to your Chair DLNR,

Ed Underwood keeps say we have to go to the legislature. Were  
as I believe HRS 190-21 allows DOBOR DLNR already to proceed  
in what is in the best interest of the state.

Our Groups as place a proposal on the table to the state were  
as we are willing to put up the money, but the question is the

submerged lands and the question must still be answered by the Attorney General HRS 190D-21 and HRS 0171 0016/ 0021 already permits DOBOR/DLNR to lease these lands

That Question is? One, we all agree that the Ala Wai is a state harbor, and we all agree but it will take ten years for the State of Hawaii to fix up that harbor or any harbor in Hawaii.

It is not about people. It is about funding, and the State of Hawaii does not have the need funding our willing to spend \$350 million dollars to fix up all 21 harbors.

However, within that State Harbor like Ala Wai and others like Ke'ehi Lagoon the lack of need funding are affecting the needed correction.

Currently Ala Wai lies in a harbor that contains two individual private Yacht Clubs, such as HYC which have been granted over the years the submerged land leases for over 104 years old and WYC which is over 75 years old. Recognizing that fact

Both of these clubs are private and have been leasing submerged lands for profit for years from the State of Hawaii for their vessels and docks for years and that has been incorporated in their leases.

If that is truly the case our proposal merits a legal question that needs to be answered in order to become 50% partner with the State of Hawaii. The State of Hawaii already has legal standing

before the Hawaiian courts for leasing any or all of the submerged lands under the current HRS. This is in line with the existing proposal being structure as a partnership between the any of the two parties.

As a partner we would pay the other partner "the State of Hawaii" the current published rate and adjustment as the State of Hawaii adjusts its published fees dockage.

We are no different then the Yacht Clubs in making our proposal.

We have the team we have the money, and we have this history and most important we have the management skills.

I have met with all parties concerned, with exception to your office lately and I clearly recognize you have a full platter.

Our offer which was made in July 2007 is still on the table awaiting a prompt response from the AG.

One can not discriminate between users by law, if the ability to perform is there.

Honokohau Kona for example is a similar project under Jacoby of Atlanta's as the deal with DLNR which will also be leased submerged lands once it dug out.

I have met with HGEA, Randy Perreira, I believe he see's this as a new beginning and can work with us to build a industry and

partnership and get the job done now not ten years down the line..

I hope you will push the issue for our industry as time is short. The clarifications of submerged land and HRS 171 and 0190 are out dated and are holding up progress in make Hawaii a friendly place to do business for boating. The State of Hawaii could with partnering with other private investors could take Hawaii from number 50 on the list to number 10.

The rules Administration of DOBOR are way out of date and need a 100% revision if Hawaii ever wants a true boating industry

Mahalo.

Capt Bill Littell

1720 Ala Moana Blvd, 806-B

Honolulu, Hawaii 96814

cc. DOBOR Ed Underwood

A handwritten signature in black ink, appearing to read "Bill Littell". The signature is stylized with large, sweeping loops and a long horizontal stroke extending to the right.



## WATER WAYS

Ray Pendleton

### Tsuneyoshi offers to help Hawaii

**I**M certainly glad I haven't been critical of California's recreational boating program in this column because I've recently discovered the director of that state's Department of Boating and Waterways is a Water Ways reader.

"I read your article in the Star-Bulletin regarding the sad state of affairs faced by the recreational boaters of Hawaii," wrote Raynor Tsuneyoshi in an e-mail message.

"I have to agree with you," the director continued. "I was born and raised on Oahu, spent many summers in Kohala on the Big Island, and know what magic lies in the sparkling blue waters that surround the islands."

Tsuneyoshi went on to say that he now lives in California and has been the state's DBW director for close to five years.

"We have nearly a million registered boats, plus around 70,000 (federally) documented boats and perhaps 250,000 canoes, kayaks and assorted human-powered craft," he told me.

It's not surprising then that he concedes to spending a good deal of his time protecting the dedicated funds that provide his department with the resources to build and renovate launch-ramp facilities and finance both public and private marinas throughout the state.

And Tsuneyoshi, unlike many in Hawaii, understands the relationship of those marinas and facilities to the state's economy.

"(Recreational boating) generates close to \$20 billion of direct and indirect revenues to the state of California," he said. "Approximately 10 percent of that accrues directly to state coffers. It is a robust revenue generator."

Also, as it has been noted in this column over the years, recreational boating can be an effective job generator as well.

"We attribute over 370,000 jobs in California that are needed to directly support our boating," the director said. "That's about a third of Hawaii's population."

Tsuneyoshi believes Hawaii is a perfect locale to exploit such an industry, but it has not displayed the will or commitment to do so. He thinks the lack of recognition by the leadership of both political parties that boating creates jobs and dollars for the state has resulted in our sad state of affairs.

"I do hope that the state will realize what a great, untapped opportunity it has," Tsuneyoshi said.

Coincidentally, according to Tsuneyoshi, the Western States Boating Administrators Association — made up of representatives from Hawaii, Guam, American Samoa, Northern Mariana Islands, California, Oregon, Washington, Utah, Wyoming, Colorado, Arizona, and Montana — is having its conference on Kauai in May.

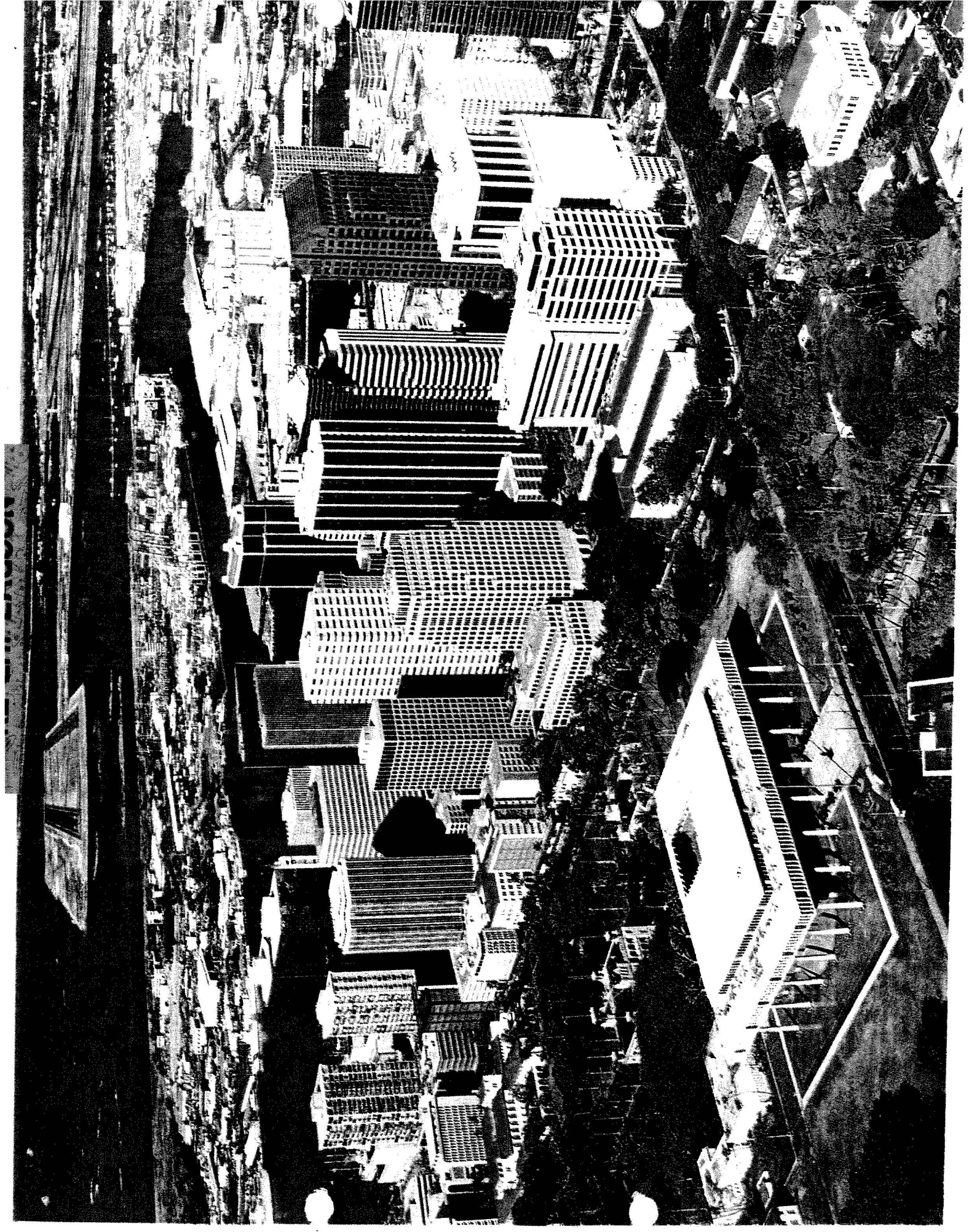
The conference is held in part so the states and territories can qualify for federal funding for recreational boating safety enforcement and education.

Perhaps it will also offer our lawmakers and bureaucrats an opportunity to learn how other states deal with recreational boating. Tsuneyoshi says he'd be happy to help.

Ray Pendleton is a free-lance writer based in Honolulu. He can be reached by e-mail at [raypendleton@mac.com](mailto:raypendleton@mac.com)







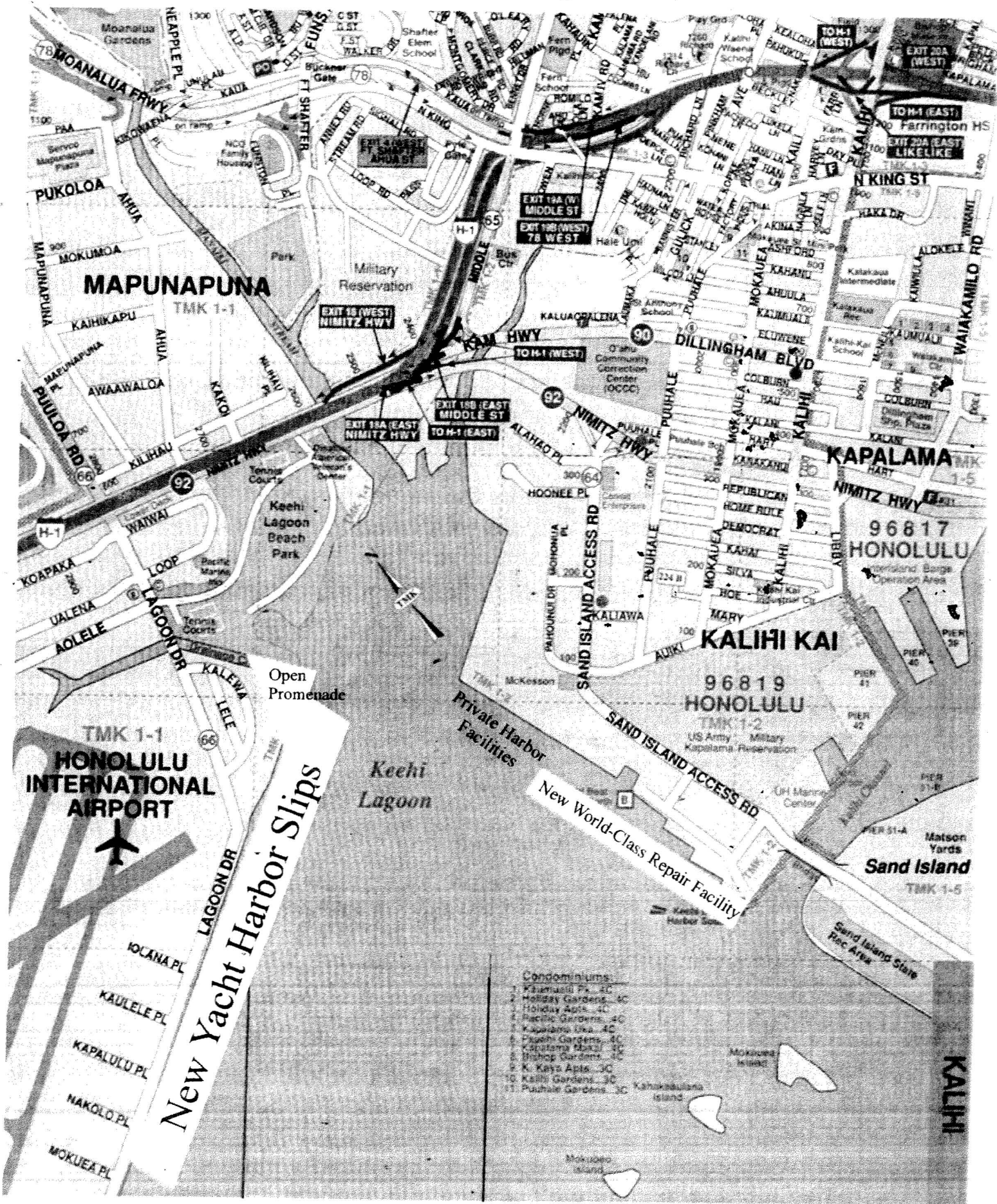
250 SQUARE ACRE



NEW 800/1000 SLIP MARINA



# Ke'ehi Lagoon



**HONOLULU INTERNATIONAL AIRPORT**

**New Yacht Harbor Slips**

- Condominiums
- 1. Kaimali Pl. 4C
  - 2. Holiday Gardens 4C
  - 3. Holiday Apts. 4C
  - 4. Pacific Gardens 4C
  - 5. Kapaemahu Apts. 4C
  - 6. Puuahi Gardens 4C
  - 7. Kapalama Plaza 4C
  - 8. Bishop Gardens 4C
  - 9. K. Kays Apts. 3C
  - 10. Kalihi Gardens 3C
  - 11. Puuhale Gardens 3C

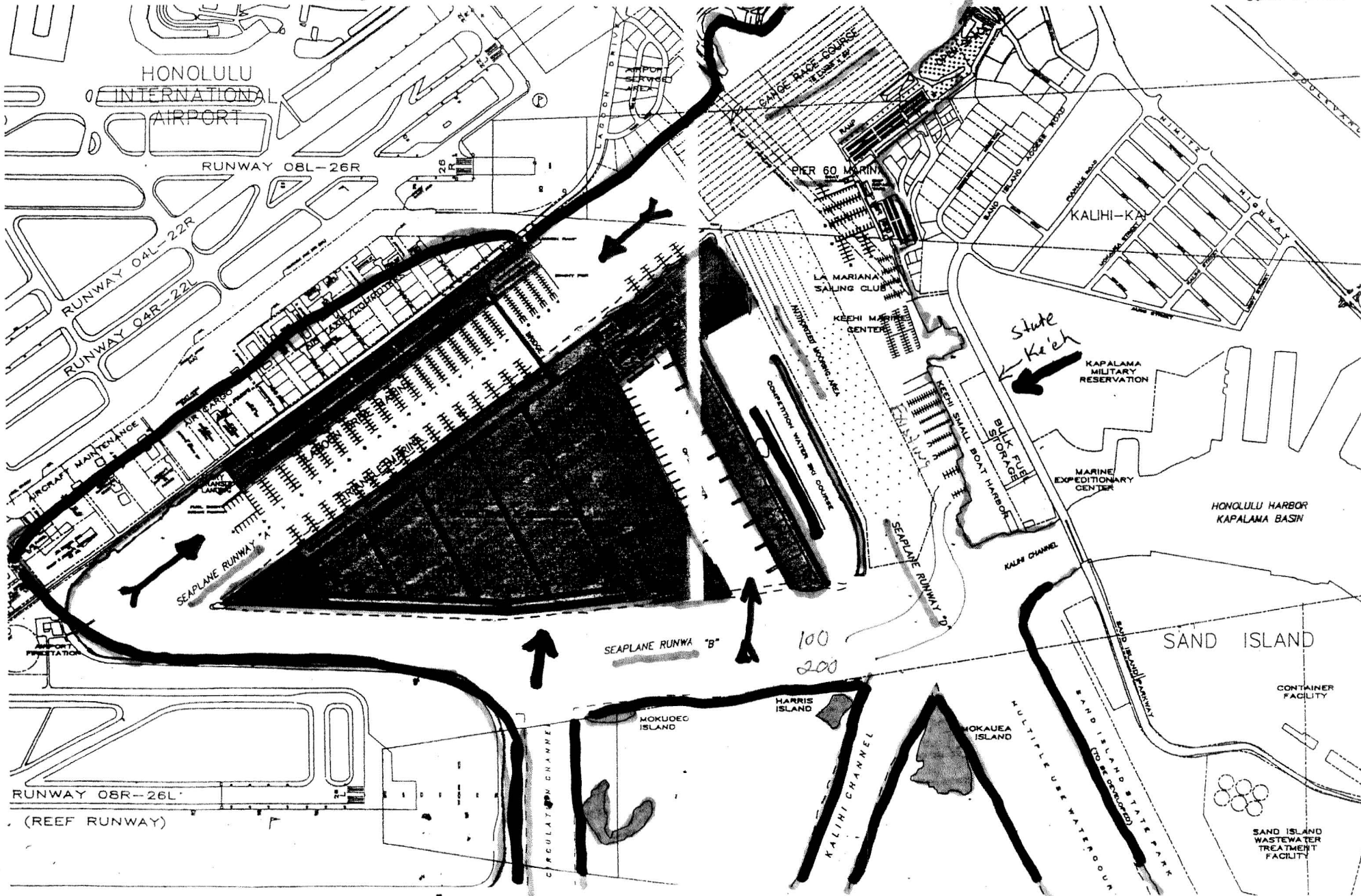
1117 Proposed Project Ke'ehi.  
This what was Proposed in 1990



250-ACRE TRIANGLE DEVELOPMENT

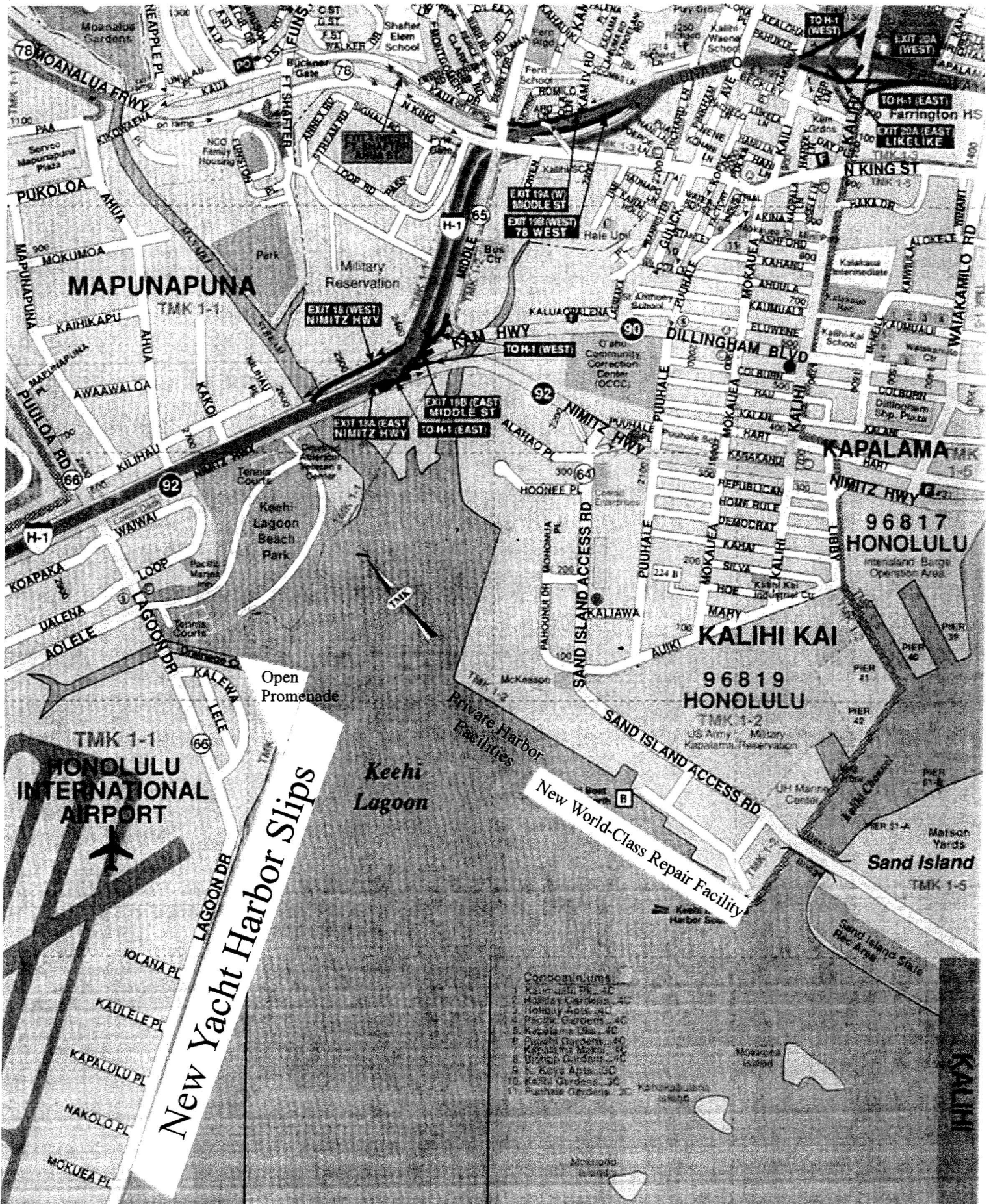
KE'EHI LAGOON RECREATION PLAN

EKNA 7/11/90  
SCALE: 1" = 1000'





# Ke'ehi Lagoon



**New Yacht Harbor Slips**

**New World-Class Repair Facility**

- Condominiums
1. Kaimuki Pk. 4C
  2. Hobbs Gardens 4C
  3. Hobbs Bk. 4C
  4. Pacific Gardens 4C
  5. Kapalama Dns. 4C
  6. Pacific Gardens 4C
  7. K. Kara Apts. 4C
  8. K. Kara Apts. 4C
  9. K. Kara Apts. 4C
  10. K. Kara Apts. 4C
  11. Pacific Gardens 4C

**KALIHI**

**PERSONAL  
CONFIDENTIAL**

TEL: 808 587 1966  
FAX: 808 587-1977

**PROJECT SUMMARY**

**AFTER 15 YEARS OF CAREFUL DUE DILIGENCE DIRECTED AT THE DLNR/DOBOR FACILITIES TO PREPARE AND EXECUTE AN ACCEPTABILITY PLAN FOR A WORLD CLASS 5 STAR INTERNATIONAL MARINA, TO BE " MAKAI INTERNATIONAL MARINA"**

**IT HAS BECOME CLEARLY APPARENT DO TO MARKETING CHANGES THAT THE NEED FOR SUCH A FACILITIES EXIST AND SHOULD BE BUILT AT THE FOLLOWING LOCATION AT KE'EHI LAGOON ON THE MAKAI SIDE OF THE AIRPORT. PROJECT IS CONSISTING OF A FULL SERVICE WORLD CLASS 5 STAR MARINA AND DRY STORAGE UNITS FOR BOTH SMALL AND LARGE PRIVATE BOATS.**

**THE SCALE AND SIZE AND SCOPE OF THE MARINA AND DRY STORAGE AREA IS TO BE IN THE RANGE AND SCOPE AS OUTLINED IN RFP DRAWINGS, WHICH ARE ATTACHED.**

**THE MAIN INTEREST OF THE STATE OF HAWAII, (DLNR/DOBOR) IS TO CREATE A HOSPITIBLE ENVIRONMENTLY FRENDRY NEW MARINA TOHANDLE PROJECT GROWTH IN THE HAWAII OF NEW BOATERS AND THOSE LOCAL BOATERS WHO ARE LOOKING FOR A STANDARD MARINA WHICH OFFERS THEM A OPTION TO THE CURRENT OUT DATED MARINAS.**

**THE ARCHITECTURE OF THE NEW FACILITIES SHALL ENTERAIN THE CULTURE OF BOTH THE AIRPORT AND KE'EHI LAGOON AND EXISTING MARINAS.**

**THE PHOLOSOPHY WILL REQUIRE HEIGHT RESTRICTIONS OF 50 FEET ON A SAIL MASTER, AND OR 45 FOOT ON BUILDINGS ON THE AIRPORT SIDE.**

**THE DEVELOPER WILL BE REQUIRED TO DEAL WITH DOT/DLNR/DOBOR, TSA, AND FAA AND UNITED STATES COAST GUARD, TO ENSURE COMPLANCE WITH ALL FEDERAL AND STATE REQUIREMENTS.**

**Time is to have RFP by Jan 30<sup>th</sup> 2006, and then based upon the state a legislators understanding the RFP process and it selection process.**

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**RFP COST/UPFRONT CAPITOL REQUIRED**

- 1. ASSUME 1 YEAR TO GET THE RFP OUT FOR BID OR SOONER**
- 2. ARCHITECT FEES ARE TO BE PAID BY THE DEVELOPER OR IF THE STATE OF HAWAII ELECTS TO DO THE BASIC ENGINEERING THAT THE STATE WILL NEED THEIR OWN SERVICE AT ESTIMATED AT \$420,000.00 DOLLARS FOR SERVICES COVER SCHEMATIC AND DESIGN DEVELOPMENT PHASES OF THE AIA STANDARD AGREEMENT. ASSUMING WE CAN GET THIS FOR 15 TO 20% OF THE TOTALT COST OF THE ARCHITECT CONTRACT.**
- 3. LEGAL FEE ESTIMATED ARE \$45,000.00**
- 4. DEVELOPMENT OUTSIDE CONSULTING COST ARE EST 2% OF THE \$45 MILLION, WITH 10% ALLOCATED TO THE RFP PREPARATION PROCESS AND BID PHASE**
- 5. PRODUCTION OF SCALE MODELS "FANCY PACKAGE EST. \$45,000**
- 6. TAX INCENTTIVES FOR PROJECT DEVELOPMENT**
- 7 DEVELOPMENT COSTS**

**HARD COST \$**

<b>SITE WORK</b>	<b>\$1 MILLION</b>
<b>BUILDING AND FACILITIES, DRY STORAGE</b>	<b>\$15 MILLION</b>
<b>PILES FOR DOCK AND FOUNDATIONS 120 UNITS ON THE BASE PLATFORM AND DOCKS</b>	<b>\$3 MILLION</b>
<b>FURNITURE AND FIXTURE AND EQUIPMENT</b>	<b>\$1.5 MILLION</b>
<b>PARKING LOTS AND LANDSCAPING</b>	<b>\$3.5 MILLION</b>
<b>ADMINISTRATIVE</b>	<b>\$ 2.8 MILLION</b>
<b>Total hard cost</b>	<b>\$26.8 million</b>

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CONFIDENTIAL**

**Capt, Bill Littell**  
1720 Ala Moana Blvd 805 B  
Honolulu, Hawaii 96815

12/07/2006  
Senator Suzanne Chun Oakland  
Senator Fred Hemmings  
DOT, Mr. Brain H Sekiguchi DDA  
Mr. Sidney, Hayakawa Director TSA

Men:

This letter is in response to DOT Letters of 2/06/2006 from Mr. Brain Sekiguchi in reference to a new marina on Ke'ehi Lagoon Dr. HNL Airport.

I there for have enclosed my preliminary design and cost approach. As per our conversations and needed clarifications in regards to a new marina on Ke'ehi Lagoon drive.

I am fully aware of the former master plan completed in 1994.

The ideas that I am setting forth, are not new. My presentation with Senator Fred Hemming is based it upon obtaining leases on submerged land A senate Bill is currently being presented by both parties in the up coming 2007 legislature, one by Senator Chun Oakland, and the other.

My plan would also provide a walk about all the way from the new marina to the existing State Ke'ehi Lagoon Beach Park.

Honolulu Airport is no different the JFK, BOS, PHL, MIA, DAL, LAX, SFO, SEA ONT, SAN or Oak Airports. Each one of these airports have flight patterns were boat marinas are either directly under there flight paths, and or take off and landing patterns.

All of the above had to comply with TSA requirements; there for I believe TSA concern is a solvable problem to deal with TSA Requirements.



Please take the time to review the basics of my preliminary design. In addition, approach. The problem with airport security has been heighten as we all know I spend a lot of time in the U.S Air Force (SAC) and with TWA ,Transworld Air Line, so I take TSA serious.

I look for to your comments!

Mahalo.

Capt Bill Littell

A handwritten signature in black ink, appearing to read "Bill Littell", written in a cursive style.

LINDA LINGLE  
GOVERNOR



RODNEY K. HARAGA  
DIRECTOR

Deputy Directors  
BRUCE Y. MATSUI  
BARRY FUKUNAGA  
BRENNON T. MORIOKA  
BRIAN H. SEKIGUCHI

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880

IN REPLY REFER TO:

AIR-L  
06.007

February 2, 2006

*copy*

The Honorable Suzanne N.J. Chun Oakland  
State Senator, 13<sup>th</sup> District  
State Capitol, Room 226  
Honolulu, Hawaii 96813

Dear Senator Chun Oakland:

Thank you for your letter dated January 25, 2006, concerning the interest expressed in the building of a marina along Kechi Lagoon Drive.

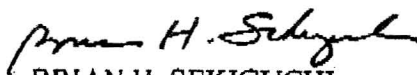
In the recent telecom with your Assistant Committee Clerk, Mark, we informed him of the heightened security concerns involved with any development near the airport. The close proximity of this area to the runways at the airport presents a security concern, though not insurmountable.

Under the current situation, a portion of Lagoon Drive becomes a security sensitive zone and security checkpoints are set-up during periods of higher national or local security levels. Access to the marina during this period may be severely restricted. In discussions with the Transportation Security Administration, any potential developer would be required to develop a security plan identifying all security actions impacting all of the stakeholders within the marina complex. Security measures will also need to be coordinated with the U.S. Coast Guard which has jurisdiction over maritime matters.

A marina development was included in the Honolulu International Airport Master Plan which was completed in 1994 (pre 9/11) but is considerably smaller in scale than what is being proposed by the private developer. We are currently updating the Honolulu International Airport's Master Plan, and security concerns will have an impact on proposed uses of our airport. The new Master Plan will not be completed until the end of this year.

Hopefully, I have provided you sufficient background information to base your decision on any legislative actions that you may be introducing. If you have any further questions, please contact Mr. Roy K. Sakata, Airports Operations Officer, at 838-8607.

Sincerely,

  
BRIAN H. SEKIGUCHI  
Deputy Director-Airports

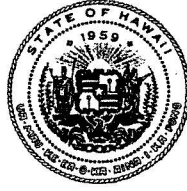
c: Mr. Sidney A. Hayakawa  
Transportation Security Administration

LINDA LINGLE  
GOVERNOR



CAPT. BILL LITTELL  
1561 Kamuni Street #2004, Honolulu, HI 96814

*copy Senator Chu (Oakland)*  
*DLNR send DoBoe*



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

BARRY FUKUNAGA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRENNON T. MORIOKA  
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HAR-EP  
5589.08

October 11, 2007

Captain Bill Littell  
Marina Consultant  
1720 Ala Moana Boulevard  
Honolulu, Hawaii 96815

Dear Captain Littell:

Subject: Keehi Lagoon and Surrounding Area

We have received your letter dated September 1, 2007 regarding the proposed Keehi Lagoon Marina. Also, thank you for providing the various articles regarding this idea. When our Harbors Division updates its Oahu Commercial Harbors Master Plan, this idea should be brought forth for discussion. In the meantime, please call Mr. Dean Watase of our Harbors Division Planning Section at 587-1883 to continue discussions of the marina concept.

Regarding the TSA matter that you inquired about, by copy of this letter, I am informing Mr. Brian Sekiguchi, Deputy Director of the Airports Division.

Thank you for your interest in our transportation facilities.

Very truly yours,

BARRY FUKUNAGA  
Director of Transportation

**VERTICAL**  
storage systems

The Developer's Avenue to the Highest  
Best Use for Waterfront Property

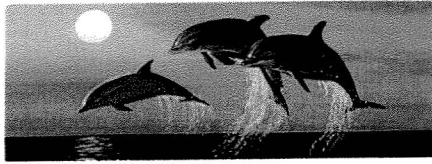


International Co  
Email: port@portusa.com

Vertica Co  
Honolulu, HI

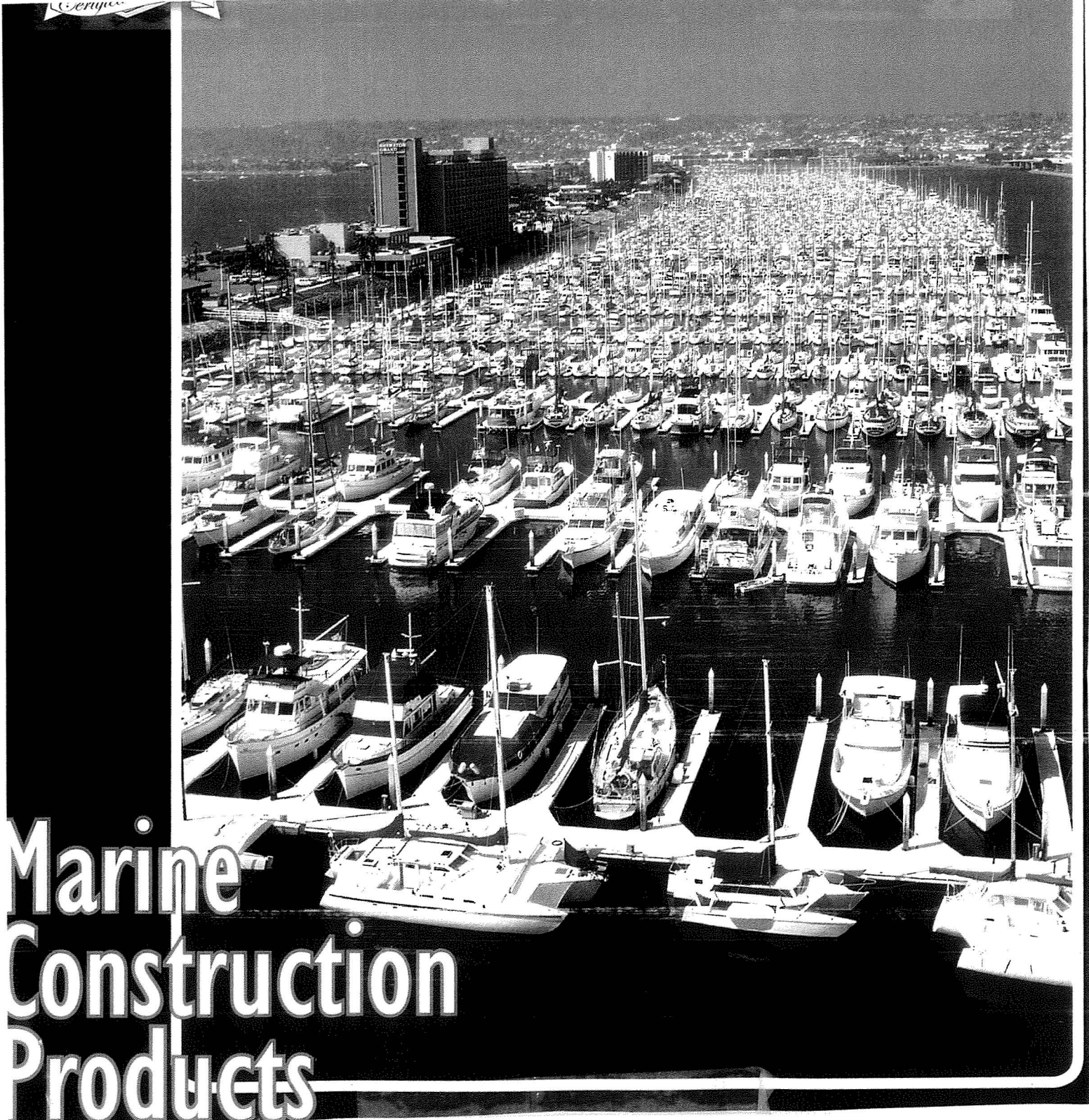
1720 Ala  
Honolulu, HI





**Captain Bill Littell**

1720 Ala Moana Blvd. #806B, Honolulu, HI 96815



# Marine Construction Products

*Innovation #6: Marinas Engineered for Maximum User Comfort*



Few marinas can match Sunroad's vast array of facilities and services, all designed to enhance user enjoyment and security.

**Sunroad  
Marina  
San Diego,  
California**

**Bellingham**  
**MARINE**

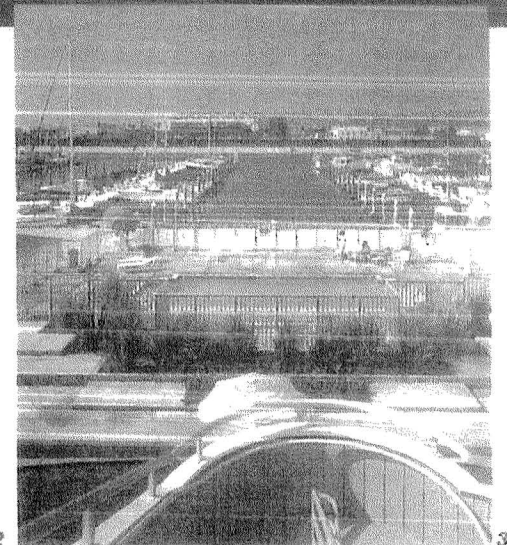
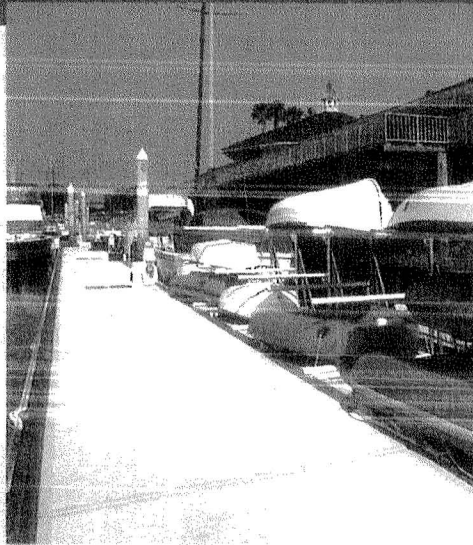
*Innovative harbor  
and waterfront solutions*



1 At times when their dinghies, row boats and inflatables are not needed, boaters may leave them in this storage facility.

2 Boaters and marina owners throughout the world prefer concrete for its beauty, stability, durability and safety.

3 Designed for maximum use and enjoyment, Sunroad Marina's on-shore facilities include picnic areas, swimming pool and hot tub.



**Environmental Concerns:**

The nesting period of the Least Tern, a protected waterfowl, required the resequencing of pile driving and other tasks.

**Selected Amenities:**

Users of Sunroad Marina enjoy outdoor barbecue and entertainment areas, deluxe tiled showers, swimming pool, hot tub, video camera security, utility centers with locker boxes and individually metered utilities.

**Number of Slips:**

544 single berths

**Owner & Operator:**

Sunroad Enterprises

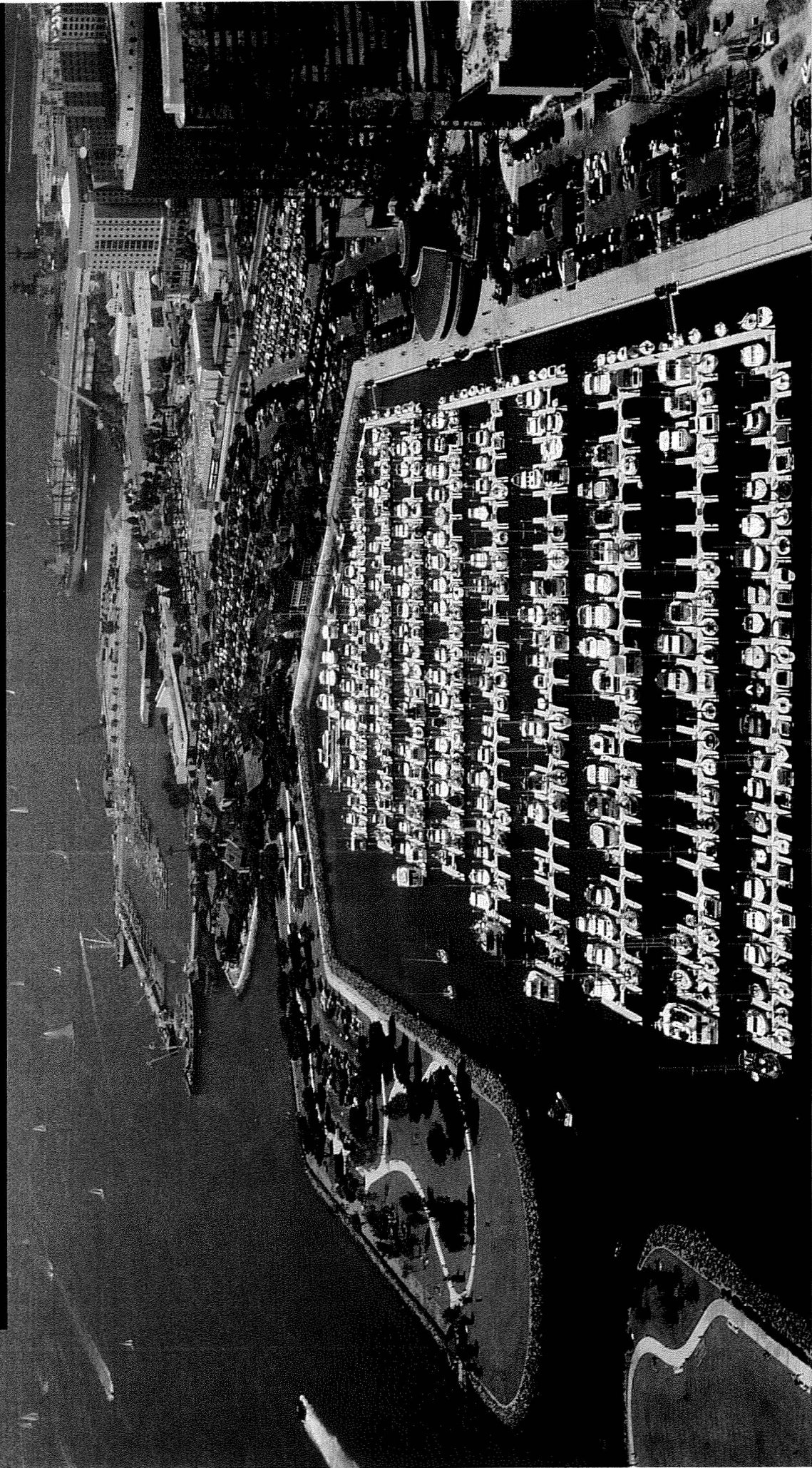
Most marina projects include unique environmental challenges. The Sunroad Marina area is a nesting site for the Least Tern, an endangered and protected species of bird. As a result of a scheduled pile driving closure in the area, construction and installation tasks were resequenced to avoid costly delays during the bird's nesting period. Pile driving was done without the typical template, and floats installed after all piles were driven. Due to the project team's extra care and attention to detail, this beautiful marina was completed on schedule.

Bellingham Marine has maintained an ongoing commitment to precision engineering

and evolution of the Unifloat Moorage system for more than 35 years. The company's advancements in state-of-the-art flotation technology have repeatedly set new industry standards, and will continue to do so.

An equally important commitment continues to be Bellingham Marine's resolve to help every client meet the complex challenges of each marina development. For specific information on the company's expertise in your area, please call or write.

**Innovation #2: Marinas Engineered for Urban Growth & Expansion**



Located at the center of urban activity, the Marriott Marina is enjoyed by thousands of San Diego residents and tourists every day.

**Marriott  
Marina  
San Diego,  
California**

**Bellingham  
MARINE**

*Innovative harbor  
and waterfront solutions*



3/24.2008

Hawaii State Legislature

Support of House Bill HR 200, / *Acn. 237*

Subject: REQUESTING THE DEPARTMENT OF LAND AND NATURAL RESOURCES WITH THE ASSISTANT OF THE DEPAT. OF TRANSPORTATION, TO STUDY THE FEASIBILITY OF A PRIVATE-PUBLIC PARTNERSHIP TO DEVELOP A BOAT MARINA NEAR KE'EHU LAGOON.

My Support of HR 200: / *Acn. 237*

Attention: Chairman Ken Ito, and other committee members of the Water, Land and Ocean Resource and Hawaiian Affairs (WLH).

Attached letter from Senator Daniel Akaka, dated 9/20/2002, and letter from Former Governor Ben J. Cayetano dated 9/5/2001 and my letter to former Governor Ben Cayetano, date 8/10 2001

The attached larger detail package will be present to your committee today.

The attached letter was formerly sent to Chairperson Laura H. Thielen. In November 30th 2007

DLNR Chairperson Laura H. Thielen

1151 Punchbowl Street

DLNR Office.

Honolulu, Hawaii.96815

Nov 30th 2007

Subject: Submerged Harbor Land in SBH

Dear, Mrs. Thielen

Refer: Ala Wai Boat Harbor and all other SBH harbors.

Dear Laura:

Attached is a copy of my letter to the Governor, and member of the Senate and House

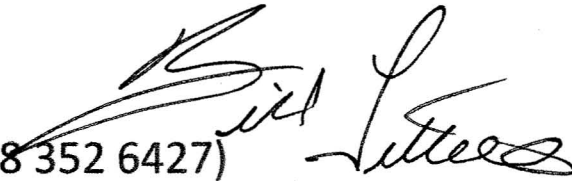
As you and Ed Underwood no all small boat harbors are comprised of a lot of different component systems, and failure to not use the latest technology and take advantage of the cost saving into consideration is not acceptable any more. When we can build harbors that are better, more beautiful and operate at a much less cost that is a smarter process.

Partnering is just one of the many pieces of pie. I have been a big support of DLNR and DOBOR for many years, but I believe

that there is better way to get the job done, as I have said in the attachment to the Governor Linda Lingle.

Mahalo.

Capt Bill Littell ( 808 352 6427)

A handwritten signature in black ink that reads "Bill Littell". The signature is written in a cursive style with a large, sweeping initial "B".

1720 Ala Moana Blvd

Unit 806 B

Honolulu, Hawaii 96815

Attached document, and photo's are a record of my support on the issues for Ke'ehi Lagoon, and hopefully to be incorporated in all future existing and new Marinas within the State of Hawaii

DANIEL K. AKAKA  
HAWAII

WASHINGTON OFFICE  
141 HART SENATE OFFICE BUILDING  
WASHINGTON, DC 20510  
TELEPHONE: (202) 224-6361

HONOLULU OFFICE  
3106 PRINCE JONAH KUHIO  
KALANIANAOLE FEDERAL BUILDING  
P.O. Box 50144  
HONOLULU, HI 96860  
TELEPHONE: (808) 522-8870

# United States Senate

WASHINGTON, DC 20510-1103

September 20, 2002

COMMITTEES  
ARMED SERVICES  
BANKING, HOUSING, AND  
URBAN AFFAIRS  
ENERGY AND NATURAL RESOURCES  
GOVERNMENTAL AFFAIRS  
INDIAN AFFAIRS  
VETERANS' AFFAIRS  
SELECT COMMITTEE ON ETHICS

Mr. Bill Littell  
1160 North King Street, #311  
Honolulu, HI 96817-3455

Dear Mr. Littell:

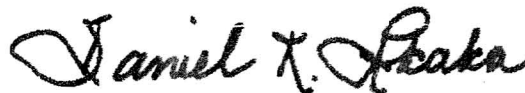
Thank you for contacting me regarding privatization and development of marinas in Hawaii and providing the copy of the 1997 report prepared for the State of California entitled "The Economic Impact of Boating in California."

I appreciate your keeping me apprised of your discussions with Governor Ben Cayetano and State of Hawaii officials regarding your efforts to promote the marina industry as a catalyst for small business economic development. I noted your reference to economic gains achieved by New Zealand and San Diego as hosts of the America's Cup yacht race and suggestions regarding development of Kahoolawe and Keehi Lagoon.

I appreciate receiving your recommendations with respect to economic development and revitalization projects for Hawaii's marinas. I will keep your views in mind should related legislation be taken up by the Senate. I encourage you to continue your dialogue with the Governor and members of the State Legislature.

Once again, mahalo for taking the time to contact me.

Aloha pumehana,



DANIEL K. AKAKA  
U.S. Senator



EXECUTIVE CHAMBERS  
HONOLULU

BENJAMIN J. CAYETANO  
GOVERNOR  
BOR:DEP:vmk

September 5, 2001

Mr. Howard (Bill) W. Littell  
1160 N. King Street  
Honolulu, Hawaii 96814-3455

Dear Mr. Littell:

Thank you for your letter of August 10, 2001, forwarding examples of various alternatives for redevelopment of the major boating facilities serving metropolitan Honolulu that may be possible through private sector initiatives. I have forwarded copies of your proposals to the Department of Land and Natural Resources for information, as that Department will be leading the privatization efforts.

We agree that an aggressive marketing effort should be incorporated in a sound business plan, but we believe that embarking on a design competition among local architectural firms at this time may unnecessarily delay implementation of the much needed improvements to these facilities.

We appreciate your interest in this matter.

With warmest personal regards,

Aloha,

  
BENJAMIN J. CAYETANO

**Howard (Bill) W. Littell**  
*Marina Consultant*  
1160 N. King Street  
Honolulu, HI 96814-3455  
Telephone (808) 352-6427

August 10, 2001

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Benjamin J. Cayetano  
Governor  
State of Hawaii  
State Capitol  
Honolulu, HI 96813

Dear Governor Cayetano:

I have enclosed some information for you and your staff to review regarding Ke'ehi Lagoon renovations, upgrades & privatization. Some of my thoughts are generally new, and others are old ones. All in all, I believe you will find my approach to Ke'ehi Lagoon's problems to be unique and forward thinking.

Ke'ehi Lagoon presents the state with the opportunity for some far-reaching ideas primarily because of the size available to get creative. One must assume that as the marina industry grows in Hawaii, a common area, large-scale boat vessel repair facility will be needed as reflected in my proposal. In many cases, the facilities must be unique because of the consideration of controlling ecology and ecosystems in line with the economics of operations. Larger facilities that can do major repair work are needed all over the world to properly service all vessels. But it is best if these facilities are leased out only to small and mid-sized business operators to provide an optimal service mix. In this way, the port district will be able to more easily maintain control of the overall health of the harbor. On the other hand, with the latest national statistics that are available, Hawaii ranks 49<sup>th</sup> among 50 states in its environment for entrepreneurs, this effort to support small businesses growth is a plus for the marina industry in Hawaii.

My overall vision, "in the long term," is to turn Ke'ehi into an International Yacht Harbor & Repair Facility. It could then leap forward into the International Yachting Community as a state-of-the-art port, eventually becoming second to none. If we build it, they will come from all over the world.

Here are some of my specific ideas:

1. The first problem that needs to be addressed is whether it is best to build a totally new facility on the airport side and combine it with Ke'ehi Beach Park. This existing regional park would then blend into a unified large marina and recreation facility. Upgrading the Lagoon Road would be easier and would enable the new region facilities to become a real work of beauty. This plan would optimize the opportunity to attract large new investment and profitable marinas in the private sector. The noise from aircraft is far less than most airport marinas, and has not shown to be a problem in areas like San Diego, San Francisco and Marina del Rey in Los Angeles (all these marinas are relatively close to major airport runways).

**Howard (Bill) W. Littell**

*Marina Consultant*

1160 N. King Street

Honolulu, HI 96814-3455

Telephone (808) 352-6427

2. This plan also calls for the current existing Ke'ehi harbor area (or part of it) to be converted into a world-class repair and maintenance facility. The costs to demolish the old outdated facilities could be offset by the selling or leasing of that area.
3. The cost to totally remove and relocate current existing facilities, without considering the big picture of the entire area, would be a big waste of to any developer or the State. The Sand Island Access Road is already over taxed with traffic. Decentralizing the areas use by including Lagoon Drive is the best solution.
4. Private development firms will have an easier time raising money with a long-range master plan endorsed by the worldwide boating industry and the State.
5. Consideration should also be given to the overall plan to first separate the recreation area from the actual marina (on the Ke'ehi park side), where the cost of landscaping and installation and/or upgrading of infrastructure (power, water, etc.) will be easier. Any private marina facilities now in place can be left in their current location without affecting the overall upgrade project.
6. Large vessel slips are badly needed to accommodate large vessels on the ocean side of the new marina area using docks that rise and fall with the tides is the best and most practical. This also allows for more flexibility in rearranging slips to accommodate vessels of various sizes as needed and can provide better slip fees.
7. Advance marketing, as I have stated before, has to be a prerequisite to gain public support and to fully maximize the potential for utilization of world-class facilities long before it is opened to the public.
8. Since there are old, outdated and un-sea worthy vessels currently located in the project, a program is needed to provide a reasonable amount of time for owners to come up to standards should be implemented in order to be acceptable to locals.
9. To spend money to rebuild in the current location is unwise because that land can be best utilized as a major overhaul facility working with the existing boat yard.

I have concluded that the money for such a project is available out there. If Hawaii provides the developer and the operator with a fair and reasonable ability to gain a fair return on their investments, the money will be there for this project.

Respectfully Submitted,

Howard (Bill) W. Littell  
*Marina Consultant*

