

**Shall the Authority Authorize the Executive Director to Enter Into a Grant of Non-Exclusive Easement and Right of Entry with the City and County of Honolulu Emergency Services Department for locating a City and County of Honolulu Ocean Safety and Life Guard Station at the Existing Harbor Master's Office and Conducting Emergency Rescues In and Around the Kewalo Basin Harbor, Tax Map Key 1-2-1-58: 128 and Near Shore Waters of Oahu?**

*Staff Report*  
January 6, 2016

**Background:** On May 18, 2011, the Authority by a vote of 9-0 (4 excused) adopted the Kakaako Makai Conceptual Master Plan Final Report as the guiding document for reviewing and approving any future projects in state-owned lands in Kakaako Makai. The overall objective of the Plan is to connect Kakaako Makai's past to the present and future as a community gathering place. The Plan depicts a general framework of access and circulation, land uses with respective intensities, open space networks, and areas designated for future improvements, and represents the desires and recommendations of area stakeholders (Plan, pg. 59).

One section of the plan is devoted to the Kewalo Basin Waterfront. This section of the plan notes the "development of a lifeguard station by the City & County of Honolulu at the Diamond Head edge of the Kewalo Basin Harbor." (Plan pg. 67) The station was intended to provide ocean emergency responders with a convenient landing site in the harbor and a base to support their Ala Moana Park operations.

The C&C of Honolulu Emergency Services Department, Ocean Safety and Lifeguard Services Division (ESD) is responsible for primary responses to all emergencies that arise on the beaches and in the near shore waters around the island of Oahu. Locating ESD responders in the Kewalo Basin Harbor will improve emergency response times and capacities – and faster response times and capacities can literally mean the difference between life and death.

An increase in both commercial and recreational vessel ingress and egress via the harbor channel and the proliferation of ocean users on both sides of the channel may produce user conflicts and need for ESD staff education, prevention, ocean rescue and emergency medical responses. After engaging in discussions with ESD personnel, it was determined that the jet skis (rescue craft) operated by the ESD lifeguards would benefit from a location next to the existing Harbor master's office (instead of that depicted within the Plan), produce faster response times and could be co-located within the existing harbor master facilities and

loading dock area. This facility has been operating from this location, since September 2014 under a non-exclusive right-of-entry

### **Rationale for HCDA to Support the Location of ESD Facilities and Staff in the Kewalo Basin Harbor.**

1. The Conceptual Master Plan recognized the importance of establishing Life Guard services in the Kewalo Basin Waterfront area. Locating this facility in the Kewalo Basin waterfront area was a recommendation of area stakeholders.
2. It is important to note that there is no location within the neighboring Ala Moana Beach Park which provide direct ocean access with docking facilities for a rescue craft operation.
3. Co-locating the ESD staff within the existing harbor master's facilities is more efficient than developing new facilities in terms of costs to the public (estimated at \$1.6M in the Plan) and efficient use of the limited waterfront lands.
4. Locating the ESD emergency responders at the existing Harbor Master's facilities and loading dock will speed emergency response and *SAVE LIVES*.

In 2013, the Ocean Safety and Lifeguard Services personnel documented more than 650 ocean rescues and a similar number of major medical cases, in the South Shore Ocean Safety District. In 2013, there were more than 350,000 preventive actions carried out by Ocean Safety staff in the district. That amounts to an average of nearly two rescues and approximately 1,000 preventive encounters/day. The South Shore Ocean Safety District extends from the mouth of Pearl Harbor to the boat ramp in Hawaii Kai.

### **Ocean Safety Services**

1. Manage Emergency Situations on Vessels that become disabled, stranded and/or "in peril" of going into the surf, onto the reefs or into the breakwaters, putting passengers "at risk".
2. Rapidly Respond to Persons in the Harbor, on the shoreline and in near shore waters who are having a medical emergency.
3. Rapidly and Safely Transport BLS (Basic Life Support) medical service providers to off shore medical emergencies.

4. Assist the US Coast Guard and Honolulu Fire Department in Search and Rescue (SAR) situations, combining the most appropriate assets.
5. Assist the Honolulu Police Department in evacuation and emergency medical services on site during times of civil emergencies.

**Benefits of Additionally Having a Rescue Boat Operated by Ocean Safety Trained and Certified Rescue Craft Operations to Augment the Two Jet Ski Rescue Craft.**

1. Provide additional capacity to manage emergency situation, transporting more than two persons at a time to shore.
2. Allow for night operations during offshore emergencies, which jet ski rescue craft cannot by law provide.
3. Safely transport more than two BLS medical service providers to off shore medical emergencies.
4. Safely and rapidly transport more than two Advanced Life Support (ALS) providers to off shore medical emergencies.
5. Provide a platform to perform effective CPR resuscitative efforts on the water and while underway during transport that the jet ski rescue craft does not.

It is important to note that with the loss of services previously provided by:

- The USCG CRIC shallow-draft craft and
- The emergency rescue, medical and towing response services that had previously been provided by a Fire Boat operated by HFD

There is no capacity for rescue boat operations by emergency responders in and around the Kewalo Basin Harbor and near shore waters.

The City and County ESD, seeks to continue operating its lifeguard facilities at its present location adjacent to the Harbor Master's office as described in the Howard Hughes project proposal that was recently approved by the Authority.

The capacity of this lifeguard/emergency response facility will soon be augmented by the arrival of a water rescue vessel. The ESD seeks to continue its operations at its current location in parallel with the operations proposed by the future lessee of Lot 3 – Howard Hughes Corporation.

**Discussion:**

1. Establishing an Ocean Safety Emergency Response Station in the Kewalo Basin Waterfront Area is supported by the Authority's Kakaako Makai Conceptual Master Plan.
2. Promoting Ocean Safety in and around the State's Kewalo Basin Harbor and near shore waters as Kakaako becomes the gathering place for the city of Honolulu will save lives.
3. Given the loss of other rescue boat assets and absence of capacity, augmenting the ESD capacity to respond to emergencies in and around Kewalo Basin Harbor and near shore waters will save lives time and again!

**Recommendation:**

Staff recommends the Authority authorize the Executive Director to execute a Grant of Non-Exclusive Easement and Right of Entry in favor of the City and County of Honolulu Emergency Services Department for a term that is co-terminus with any lease granted for Lot 3.

Attachment: Exhibit A – City and County of Honolulu Emergency Services Department for Emergency Rescue Right of Entry.