

GUAM AGANA BAY DEVELOPMENT
PLAN (CONCEPTUAL)

Prepared by: Bureau of Planning
May 4, 1983

GUAM'S AGANA BAY DEVELOPMENT PLAN

(Conceptual)

MAY 4, 1983

GUAM'S AGANA BAY DEVELOPMENT PLAN (Conceptual)

INTRODUCTION

Because of its advantageous geographical location, Guam is the focal point for travel in the Western Pacific. Guam has been able to take advantage of this opportunity in regards to air travel, by upgrading its air terminal facilities in order to meet the ever increasing demand brought on by a healthy and vigorous tourist industry. However, because Guam's port infrastructure was a result of military needs, the port location and associated facilities do not respond to the requirements of large passenger liners, which are an increasingly important factor in the Pacific tourism trade. The importance of intelligently located docking facilities has been well documented by the experiences of destination locations throughout the island groups, and the derivable benefits from this type of facility cannot be overstated.

One result of Guam's inability to take full advantage of this important segment of the visitor potential, has been the confinement of investment to a somewhat isolated area. Retail businesses aimed at the visitor market have increased dramatically in the hotel areas (Tumon Bay), while the waterfront area of Agana Bay has declined. Beach front areas that could otherwise support expansion of tourism, have been relegated to small, service shops and those undesirable businesses associated with nearby military reservations.

This trend can be reversed, and capitol city revitalization can be achieved through the implementation of plans for passenger liner infrastructure and facilities construction. These plans, coupled with the Government of Guam's commitment to Agana Bay Urban Redevelopment and transportation network improvement, would ensure positive growth and would return benefits for both the residents of the island and visitors from throughout the Pacific.

AGANA BAY CONCEPTUAL DEVELOPMENT PLAN (Attached)

The Government of Guam has prepared a conceptual development plan in response to the stated need for docking facility construction and related bay improvements in the capitol city of Agana. This preliminary plan, presently in the engineering rendering stage, is a comprehensive outline for development of the Agana Bay area as a location for visitor arrival and recreational usage.

This Plan calls for a luxury liner docking area to the west of the Paseo de Susanna. Included in this area is a 1,400 foot diameter turning basin, docking and debarking facilities, passenger lounge, parking and concession area. Separation of this area from the Agana Small Boat Harbor, as well as a separate entrance channel, ensures the compatibility of these distinct but related uses.

Within East Agana Bay directly to the east of the Paseo de Susanna, the conceptual plan calls for a dredged swimming and wading area with a 10 foot maximum depth. This dredging would be undertaken in an area that is generally devoid of live corals. The material to be dredged would largely consist of sand, coral-algal-mollusk rubble and reef rock. This material would then be used to create a series of inter-connected, landscaped islands along the inner reef edge. Increased resident and visitor utilization of the area will be assured with the construction of paved parking and restroom facilities in three identified areas along the shoreline. This portion of the Plan would be beneficial not only because of the increased area usage it would afford, but also because of the aesthetic improvement which would translate itself into positive visitor impressions of Guam as a travel destination.

It is important to understand the need for the above outlined improvements in regard to the creation of a total travel package. Tourism is Guam's major industry and represents the only realistic opportunity for economic health and viability for the near and distant future. Guam has proven itself as a popular

destination, but has not yet been able to realize its potential because of its lack of a complete transportation system and underdevelopment of tourist activities outside the hotel zone. The Plan outlined would not only be a major step in resolving those shortcomings, but would trigger a revitalization of the Agana area which would, in turn, increase Guam's desirability as a tourist destination and help to ensure Guam's ability to achieve growth and economic stability.

PROJECT COST

The total cost for the proposed project is currently estimated at \$26.66 Million. Of this figure, \$14.91 Million would be used for construction of the luxury liner docking facility and \$11.75 Million for improvements in East Agana Bay. A more detailed cost analysis is attached.

BENEFITS

A comprehensive benefit analysis based upon past and projected ship arrivals is currently being undertaken by GovGuam. In addition to those direct benefits currently being analyzed, this project would provide indirect benefits in the form of expansion and upgrading of tourism related businesses in the Agana Bay Urban Waterfront. This would include benefits in the area of construction, retail trade and employment. Because of the relatively small size of the island, this would mean an increase of benefits available to the island as a whole. Long term benefits would be realized through the stabilization and growth of the capital city.

ADDITIONAL CONSIDERATIONS

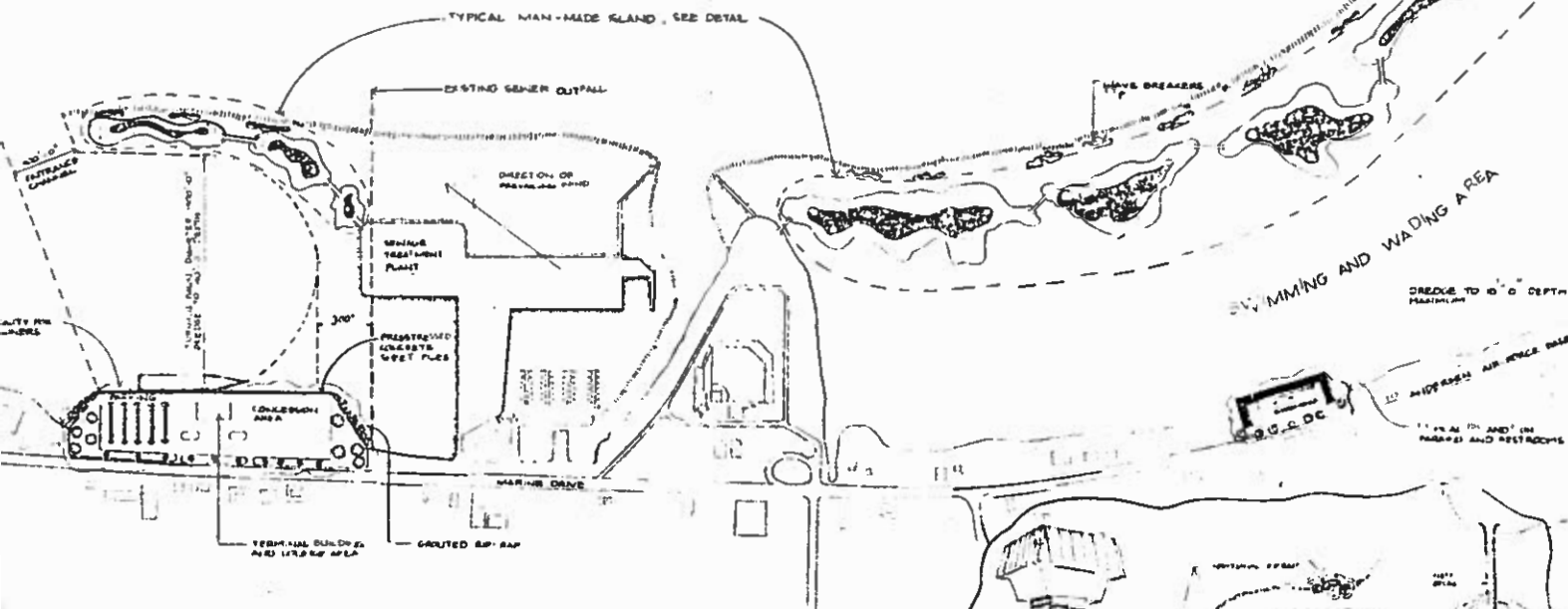
On August 12, 1974 the liner Caribia sank at the entrance to Apra Harbor, creating a navigational hazard and denying access to and from the harbor by the U.S. Navy for an extended period of time. Construction of the luxury liner docking facility would guarantee an alternate facility which could be used by Department of Defense in the event of a national emergency or in the event of a repeat of the Caribia accident.

CONCLUSION

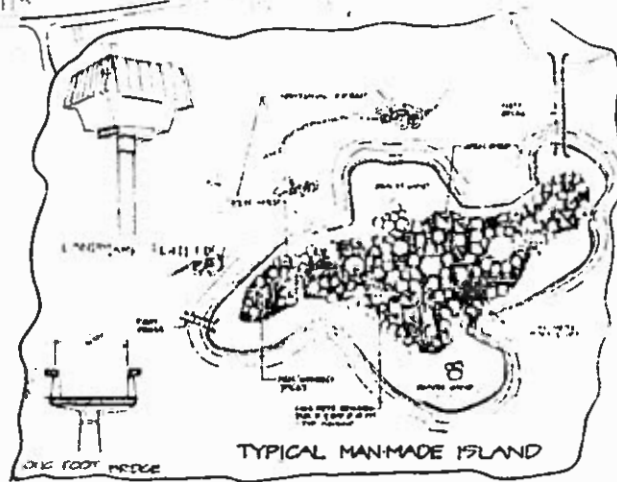
Guam has the potential for, and has been attempting to achieve increased financial independence from federal funding whenever possible. These improvements, over a period of time could return enormous financial benefits and aid Guam in decreasing the financial burden placed on the federal government. The investment committed at this time would help to guarantee GovGuam's ability to become more self reliant in the future.

Guam is at the hub of the Pacific travel routes and is currently receiving many of the benefits available from its location. The added ability to attract and properly service all segments of the ever increasing tourism trade would guarantee, in an economic sense as well as the geographical sense, the promise that; Guam is where America's day begins.

PHILIPPINE SEA



AGANA BAY CONCEPTUAL DEVELOPMENT PLAN



REVISION	DATE	BY	DESCRIPTION
PROJECT NO.			
DESIGNED BY			
DRAWN BY			
CHECKED BY			
APPROVED BY			
PUBLIC WORKS			
PROJECT ENGINEER			
SCALE			

GOVERNMENT OF GUAM DEPARTMENT OF PUBLIC WORKS	
PROJECT: AGANA BAY CONCEPTUAL DEVELOPMENT PLAN	
DESIGNED BY	CONTRACT
DRAWN BY	
CHECKED BY	
APPROVED BY	
PUBLIC WORKS	PRINCIPAL ENGINEER
PROJECT ENGINEER	
SCALE	



COST ESTIMATE FOR: AGANA BAY DEVELOPMENT

LUXURY LINER AREA:

Dredging=2,072.055 c.y. @\$5.50	= \$11,396,303.00
Sheet Piling= 1200 C.F. @\$1,200	= \$ 1,440,000.00
Grouted Riprap= 800 L.F. @\$00.00	= \$ 480,000.00
Parking Area= 120,000 S.F. @ \$2.50	= \$ 300,000.00
Terminal Building= 8,000 S.F. @\$80.00	= \$ 640,000.00
Fendering System= 1,200 C.F. @\$500.00	= \$ 600,000.00
Foot Bridge= 270 S. F. @\$200.00	= \$ 54,000.00
SUB TOTAL	(\$14,910,000.00)

EAST AGANA BAY IMPROVEMENTS:

Dredging= 7400' X 1600' X 4'= 47,360,000.00	
27	=
= 1,754,075 C.Y. @ \$5.50	= \$ 9,647,408.00
Parking=50,000 S.F. @\$2.50	= \$ 125,000.00
Paved Walks=40,200 S.F. @\$3.00	= \$ 120,600.00
Public Sheds & Toilets=6,000 S.F. @\$100.00	= \$ 600,000.00
Landscaping	= \$ 438,000.00
Lighting	= \$ 657,000.00
Foot Bridge=810 S.F. @\$200.00	= \$ 162,000.00
SUB TOTAL	(\$11,750,008.00)
TOTAL ESTIMATED COST	\$26,660,008.00