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GOVERNOR



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**JUL 23 2020**

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

IN REPLY REFER TO  
HWY-DS 2.9555

July 16, 2020

TO: KEITH KAWAOKA, ACTING DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: JADE T. BUTAY *JTB*  
DIRECTOR OF TRANSPORTATION

SUBJECT: FINAL ENVIRONMENTAL ASSESSMENT AND  
FINDING OF NO SIGNIFICANT IMPACT  
WAHIAWA PEDESTRIAN BRIDGE, WHITMORE VILLAGE TO WAHIAWA  
WAHIAWA, ISLAND OF OAHU, STATE OF HAWAII

With this letter, the State of Hawaii Department of Transportation transmits the Final Environmental Assessment (FEA) for the Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa project situated in Wahiawa, on the island of Oahu for publication in the next available edition of the Environmental Notice.

We have determined that preparation of an Environmental Impact Statement is not required for the project, pursuant to the significance criteria specified in Section 11-200.1-13 of the Hawaii Administrative Rules. We hereby issue a Finding of No Significant Impact (FONSI), as documented in the enclosed FEA.

Enclosed is a completed OEQC Publication Form, one copy of the FEA-FONSI, an Adobe Acrobat PDF file of the same, and an electronic copy of the publication form in MS Word.

Should you have any questions, please contact Ms. Holly Yuen at (808) 692-7548 of our Technical Design Services Section, Design Branch, Highways Division, or email at [holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov) and reference letter number HWY-DS 2.9555 as noted above.

Enclosures: OEQC Publication Form (hard copy), FEA-FONSI (hard copy),  
CD with FEA-FONSI in PDF format and OEQC Publication Form in Word format

c: Randall Urasaki, WSP USA Inc.

21 - 011

**From:** [webmaster@hawaii.gov](mailto:webmaster@hawaii.gov)  
**To:** [HI Office of Environmental Quality Control](#)  
**Subject:** New online submission for The Environmental Notice  
**Date:** Thursday, July 16, 2020 3:41:29 PM

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**Action Name**

Wahiawa Pedestrian Bridge Project

**Type of Document/Determination**

Final environmental assessment and finding of no significant impact (FEA-FONSI)

**HRS §343-5(a) Trigger(s)**

- (1) Propose the use of state or county lands or the use of state or county funds

**Judicial district**

Wahiawā, O'ahu

**Tax Map Key(s) (TMK(s))**

7-1-001:013, 7-1-002:004, 7-1-002:009, 7-4-007:006, 7-4-007:007

**Action type**

Agency

**Other required permits and approvals**

Coastal Zone Management – Federal Consistency Review, National Pollutant Discharge Elimination System, Community Noise Permit, Community Noise Variance, U.S. Army Corps of Engineers Section 404 and Section 10 and State of Hawaii Department of Clean Water Branch Section 401 of the Clean Water Act, State of Hawaii Commission on Water Resource Management Stream Channel Alteration Permit, State of Hawaii Disability and Communications Access Board Review / Approval, City and County of Honolulu Department of Planning and Permitting Grading, Grubbing, and Stockpiling Permit

**Proposing/determining agency**

Department of Transportation, Highways Division

**Agency contact name**

Holly Yuen

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Kapolei, Hawaii 96707  
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[Map It](#)

**Was this submittal prepared by a consultant?**

Yes

**Consultant**

WSP USA

**Consultant contact name**

Todd Nishioka

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[Map It](#)

**Action summary**

The State of Hawaii Department of Transportation (HDOT) is proposing to construct a shared use path that would create a new non-motorized access option directly between Whitmore Village and Wahiawa. The proposed project would be completely state-funded; no federal funds would be used. The new non-motorized path includes a 16-foot wide pedestrian/bicycle path and a new bridge over Kiiikii Stream. HDOT has identified the boundaries of where the bridge would cross Kiiikii Stream. Any potential alignment would connect on the Wahiawa side of the stream at North Cane Street. Because the project is proposed as a design-build project, design details and potential impacts are subject to change as the design is developed at a later stage. If design details differ substantively from the action proposed in this document, additional environmental review may be required.

**Reasons supporting determination**

Essential Field work has been completed for biological, historical and cultural resources. A public meeting was held and input was taken into consideration as noted in this document, A Neighborhood Board Meeting was also held.

**Attached documents (signed agency letter & EA/EIS)**

- [Wahiawa-Pedestrian-Bridge-authorization.pdf](#)
- [WahiawaPedBridge\\_FinalEA.pdf](#)
- [WahiawaPedestrianBridge\\_AppA-CorrespondenceAndMeetingInformation.pdf](#)
- [WahiawaPedestrianBridge\\_AppE-DraftEACommentsAndResponses.pdf](#)
- [WahiawaPedestrianBridge\\_AppD\\_BiologicalReport.pdf](#)
- [WahiawaPedestrianBridge\\_AppC\\_CulturalImpactAssessment.pdf](#)
- [WahiawaPedestrianBridge\\_AppB\\_ArchaeologicalInventorySurvey.pdf](#)
- [HWY-DS-2.9555-Final-EA-FONSI-Wahiawa-Pedestrian-Bridge-HDOT-to-OEQC-signed.pdf](#)
- [WahiawaPedestrianBridge\\_AppA-CorrespondenceAndMeetingInformation1.pdf](#)
- [WahiawaPedBridge\\_FinalEA1.pdf](#)
- [HWY-DS-2.9555-Final-EA-FONSI-Wahiawa-Pedestrian-Bridge-HDOT-to-OEQC-signed1.pdf](#)

**Shapefile**

- The location map for this Final EA is the same as the location map for the associated Draft EA.

**Action location map**

- [WahiawaPedestrianBridge-ProjectLocation.zip](#)

**Authorized individual**

Todd Nishioka

**Authorization**

- The above named authorized individual hereby certifies that he/she has the authority to make this submission.

**AGENCY  
PUBLICATION FORM  
February 2016 Revision**

Project Name:	Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa, Project No. HWY-O-07-18
Project Short Name:	Wahiawa Pedestrian Bridge
HRS §343-5 Trigger(s):	Use of State Funds; Use of City and State Lands
Island(s):	Oahu
Judicial District(s):	Wahiawa
TMK(s):	7-1-001:013, 7-1-002:004, 7-1-002:009, 7-4-007:006, 7-4-007:007
Permit(s)/Approval(s):	Coastal Zone Management-Federal Consistency Review, National Pollutant Discharge Elimination System, Community Noise Permit, Community Noise Variance, U.S. Army Corps of Engineers Section 404 and Section 10 and State of Hawaii Department of Clean Water Branch Section 401 of the Clean Water Act, State of Hawaii Commission on Water Resource Management Stream Channel Alteration Permit, State of Hawaii Disability and Communications Access Board Review / Approval, City and County of Honolulu Department of Planning and Permitting Grading, Grubbing, and Stockpiling Permit
Proposing/Determining Agency:	State of Hawaii Department of Transportation, Highways Division
<i>Contact Name, Email, Telephone, Address</i>	601 Kamokila Boulevard, #688 Kapolei, Hawaii 96707 Contact: Ms. Holly Yuen Phone: (808) 692-7548
Accepting Authority:	(for EIS submittals only) n/a
<i>Contact Name, Email, Telephone, Address</i>	n/a
Consultant:	WSP USA Inc.
<i>Contact Name, Email, Telephone, Address</i>	American Savings Bank Tower, 1001 Bishop Street, Suite 2400 Honolulu, Hawaii 96813 Contact: Mr. Randall Urasaki Phone: (808) 566-2260

**Status (select one)**  
 DEA-AFONSI

FEA-FONSI

**Submittal Requirements**

Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEA, and 4) a searchable PDF of the DEA; a 30-day comment period follows from the date of publication in the Notice.

Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication

form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; no comment period follows from publication in the Notice.

- FEA-EISPN Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; a 30-day comment period follows from the date of publication in the Notice.
- Act 172-12 EISPN (“Direct to EIS”) Submit 1) the proposing agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice.
- DEIS Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEIS, 4) a searchable PDF of the DEIS, and 5) a searchable PDF of the distribution list; a 45-day comment period follows from the date of publication in the Notice.
- FEIS Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEIS, 4) a searchable PDF of the FEIS, and 5) a searchable PDF of the distribution list; no comment period follows from publication in the Notice.
- FEIS Acceptance Determination The accepting authority simultaneously transmits to both the OEQC and the proposing agency a letter of its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS; no comment period ensues upon publication in the Notice.
- FEIS Statutory Acceptance Timely statutory acceptance of the FEIS under Section 343-5(c), HRS, is not applicable to agency actions.
- Supplemental EIS Determination The accepting authority simultaneously transmits its notice to both the proposing agency and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is or is not required; no EA is required and no comment period ensues upon publication in the Notice.
- Withdrawal Identify the specific document(s) to withdraw and explain in the project summary section.
- Other Contact the OEQC if your action is not one of the above items.

**Project Summary:**

The State of Hawaii Department of Transportation (HDOT) is proposing to construct a shared use path that would create a new non-motorized access option directly between Whitmore Village and Wahiawa. The proposed project would be completely state-funded; no federal funds would be used. The new non-motorized path includes a 16-foot wide pedestrian/bicycle path and a new bridge over Kiikii Stream. HDOT has identified the boundaries of where the bridge would cross Kiikii Stream. Any potential alignment would connect on the Wahiawa side of the stream at North Cane Street.

Because the project is proposed as a design-build project, design details and potential impacts are subject to change as the design is developed at a later stage. If design details differ substantively from the action proposed in this document, additional environmental review may be required.



# **FINAL ENVIRONMENTAL ASSESSMENT**

## **WAHIAWA PEDESTRIAN BRIDGE WHITMORE VILLAGE TO WAHIAWA, PROJECT NO. HWY-O-07-18**

### **WAHIAWA, ISLAND OF OAHU, HAWAII**



**July 2020**

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**FINAL ENVIRONMENTAL ASSESSMENT**  
**Wahiawa Pedestrian Bridge**  
**Whitmore Village to Wahiawa,**  
**Project No. HWY-O-07-18**  
**Wahiawa, Island of Oahu, Hawaii**

Submitted Pursuant to the

Hawaii Environmental Policy Act,  
Chapter 343, Hawaii Revised Statutes, and  
Title 11, Chapter 200.1, Hawaii Department of Health Administrative Rules

by the:

Department of Transportation, Highways Division  
State of Hawaii

The following person may be contacted for additional information concerning this document:

Holly Yuen, Project Manager  
Department of Transportation, Highways Division  
601 Kamokila Boulevard, #688  
Kapolei, HI 96707  
(808) 692-7548

This Final Environmental Assessment documents the finding that there would be no significant environmental impacts if the proposed Wahiawa Pedestrian Bridge Project were to be built. The proposed project will be completely state-funded; no federal funds will be used. The project is intended to create a shared use non-motorized path between Whitmore Village and Wahiawa. By constructing this facility, the project will provide direct access between these two destinations via a dedicated, non-motorized access option for pedestrians and bicyclists. Furthermore, the project will assist in fulfilling the long-range transportation and community plans for Central Oahu.

## EXECUTIVE SUMMARY

The State of Hawaii Department of Transportation (HDOT) is proposing to construct a shared use path that would create a new non-motorized direct access between Whitmore Village and Wahiawa. The proposed project will be completely state-funded; no federal funds would be used. The new non-motorized path includes a 16-foot wide pedestrian/bicycle path and a new bridge over Kiikii Stream. HDOT has identified the boundaries of where the bridge would cross Kiikii Stream. Any potential alignment would connect on the Wahiawa side of the stream at North Cane Street.

**Table ES-1: Summary of Potential Impacts by Alternative**

Section	No Build	Build Alternative Impacts	Mitigation / Minimization / Avoidance Measures
3.1 Physical Geography	No impact.	Less than significant. Grading, grubbing, and other ground-disturbing activities to already-disturbed and developed areas. On the Whitmore Village side, the longer the alignment the more disturbance will occur.	The proposed project will coordinate with the appropriate agencies to ensure compliance with all regulations. Areas disturbed due to construction activities would be restored.
3.2 Land Use	No impact.	Less than significant. Conversion of roughly 87,000 square feet (2 acres) of land from agriculture to a shared use path, which would be due to land acquisition and easements. While the amount of property required may change as the design proceeds, the overall impact on its use is expected to remain the same. Two ancillary structures or non-historic buildings within the ADC property would be removed or relocated to accommodate the shared use path. There may be a reconfiguration of an existing parking lot.	The proposed project will consider the existing character of the surrounding area and compensate affected landowners in accordance with applicable federal and State requirements for any properties to be acquired. Two non-historic buildings or ancillary structures on the Agribusiness Development Corporation (State of Hawaii) property will be removed or relocated.
3.3 Historic and Archaeological Resources	No impact.	Less than significant.	No further action necessary / none proposed pending SHPD acceptance.
3.4 Cultural Impacts	No impact.	None anticipated. See Visual and Aesthetic Resources, Section 3.8.	None proposed. See Visual and Aesthetic Resources, Section 3.8.
3.5 Biological Resources	No impact.	None anticipated.	None proposed.

Section	No Build	Build Alternative Impacts	Mitigation / Minimization / Avoidance Measures
3.6 Wetland and Surface Water Resources	No impact.	Less than significant. There could be approximately 3 piers required in Kiiikii Stream due to the construction of the project.	Best Management Practices (BMPs) will be implemented to ensure that any impacts to the stream are minimized.
3.7 Parks and Recreational Resources	No impact.	None anticipated.	None proposed. Coordination with DLNR will be conducted to ensure it minimizes any potential for effect to the stream and its use and environment.
3.8 Visual and Aesthetic Resources	No impact.	Less than significant impact anticipated. Visual landscape of both Whitmore Village and Wahiawa would change with the addition of a bridge over Kiiikii Stream. Additional new viewsheds would then be created from the bridge. No potential visual impact viewshed at Kukaniloko Birthstones State Monument, but the design is not finalized.	The proposed bridge design would consider the existing character of the surrounding area. A visual impact assessment will be conducted with the design phase to confirm the bridge's impact on the viewshed at Kukaniloko Birthstones State Monument, if any.
3.9 Transportation Network and Pedestrian Safety	No impact.	Less than significant. The proposed project would provide an additional separate non-motorized pedestrian/bicycle alternative between Whitmore Village and Wahiawa, which would also be accessible to those with disabilities.	None proposed.
3.10 Natural Hazards	No impact.	None anticipated.	Because the project requires the placement of structures or materials in Kiiikii Stream, modeling and consultation will be conducted to ensure that the project would not result in any change in the stream's ability to convey flow and manage high rainfall events, or result in an overall change to the base flood elevation of Kiiikii Stream.
3.11 Public Utilities and Infrastructure	No impact.	None anticipated.	None proposed.
3.12 Noise	No impact.	None anticipated.	None proposed.

Section	No Build	Build Alternative Impacts	Mitigation / Minimization / Avoidance Measures
3.13 Hazardous Materials	No impact.	Less than significant. Fertilizer and potentially fuel from farm equipment could be encountered during ground disturbance.	If hazardous materials are identified, the Contractor will be required to perform testing and dispose of materials accordingly. All excess material from the site will be handled and disposed of properly.
3.14 Air Quality	No impact.	None anticipated.	None proposed
3.15 Social and Economic Conditions	No impact.	None anticipated.	None proposed
3.16 Public Resources	No impact.	None anticipated.	None proposed
3.17 Construction Impacts	No impact.	Less than significant. Short-term temporary disruptions would occur to various resources during construction but would not result in long-term effects.	General good housekeeping practices would be implemented for consideration of all resources

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## **CHAPTER 1. DESCRIPTION OF THE PROPOSED ACTION**

### **1.1 Introduction**

The State of Hawaii Department of Transportation (HDOT) is proposing to construct a shared use pedestrian and bicycle path between Whitmore Village and Wahiawa, as a separate non-motorized access between these two locations. The proposed project would be completely state-funded, and no federal funds would be used. See Figure 1-1 for a Project Location Map. The shared use path would be accessed from Whitmore Avenue, then cross over Kiikii Stream, and connect with North Cane Street, which is an existing street owned by the City and County of Honolulu on the Wahiawa side of the stream. This Final Environmental Assessment (Final EA) has been prepared by HDOT for compliance with Chapter 343 of the Hawaii Revised Statutes (HRS 343). Because the proposed project is a design-build project, the analysis of potential impacts provided in this document is predicated on available project information and is subject to change as the design is developed. If design details differ substantively from the action proposed in this document, additional environmental review may be required.

#### 1.1.1 Purpose of this Document

The proposed project requires an environmental review in accordance with Hawaii Revised Statutes (HRS) Chapter 343-5 due to the proposed use of State or County lands and the use of State funds. Therefore, the environmental review must comply with Hawaii Administrative Rules (HAR) Title 11, Chapter 200.1.

This Final EA discloses the foreseeable primary and secondary environmental impacts that could result from the proposed project's implementation and commits to the employment of specific measures to avoid, minimize, or mitigate adverse impacts to the environment. Additionally, this Final EA contains a record of consultation activities that have been conducted to date as part of project planning, as well as a record of the comments received during the Draft EA comment period, which was held between May 23 through June 22, 2020.

HDOT has determined that the proposed project is not likely to have a "significant" effect in accordance with HRS Chapter 343 and HAR 11-200.1-13. Therefore, HDOT is issuing a "Finding of No Significant Impact" (FONSI) for the project.

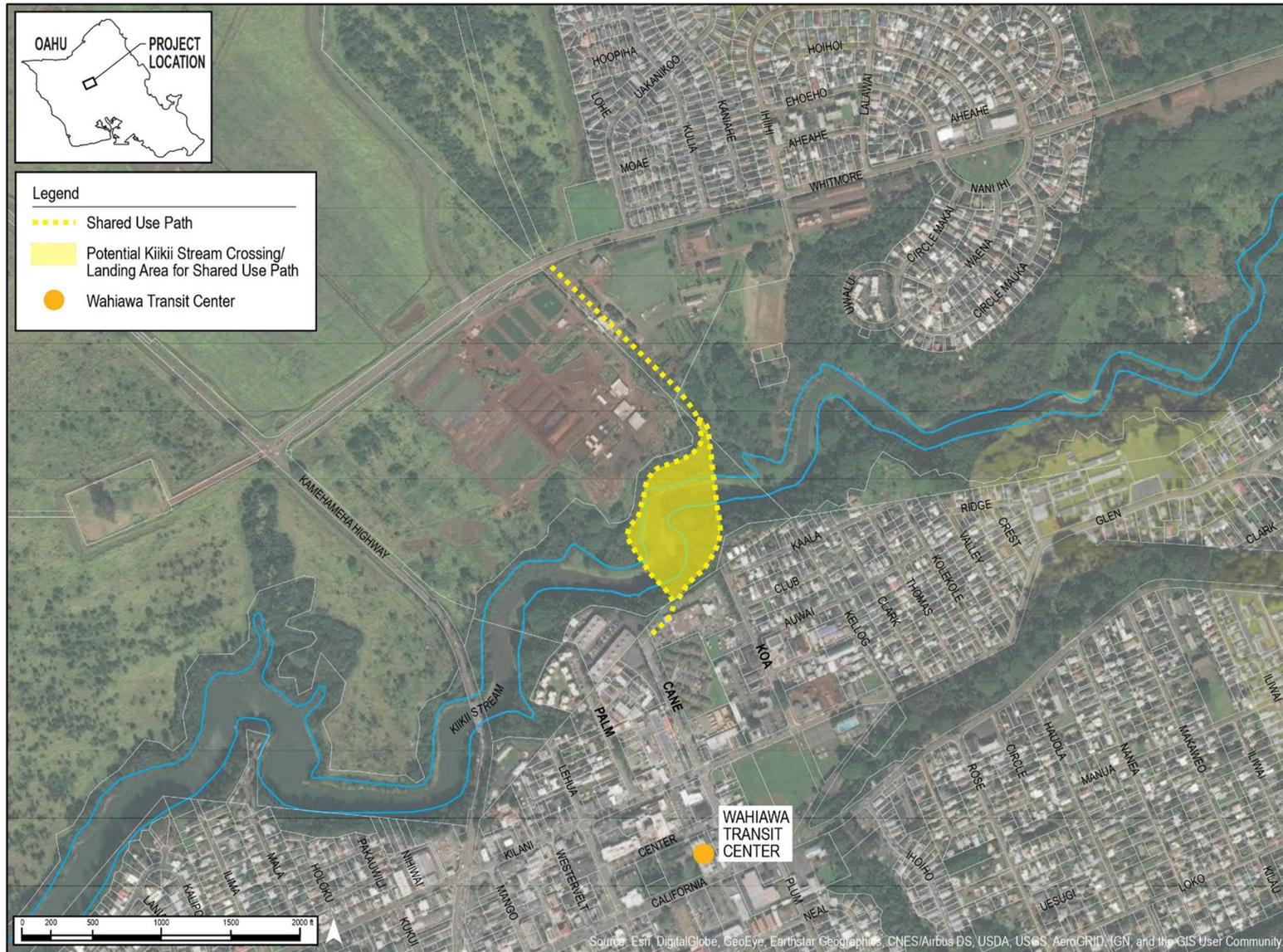


Figure 1-1: Project Location Map

## 1.2 Organization of this Document

Chapter 1 provides an introduction and discusses the purpose and need for the proposed project. Chapter 2 presents the alternatives that were considered and the proposed project's anticipated schedule and cost. It also lists permits and approvals that may be required. Chapter 3 describes existing environmental conditions, potential environmental impacts, and the mitigation measures that are proposed to reduce the level of potential effect. Chapter 4 documents agency and public coordination conducted to date related to the proposed project. Chapter 5 provides the Finding of No Significant Impact (FONSI) statement in accordance with HAR 11-200.1-18 (d)(9). Chapter 6 consists of a list of references used in the preparation of this Final EA. The appendices contain records of comments and coordination conducted for the project as well as various technical reports prepared for this project.

## 1.3 Project Purpose and Need

The proposed shared use pedestrian/bicycle path is intended to:

- Create a dedicated non-motorized facility between Whitmore Village and Wahiawa that would facilitate access between residential land uses in Whitmore Village and places of employment and education in Wahiawa and elsewhere on Oahu.
- Provide a pedestrian/bicycle path between Whitmore Village and Wahiawa in fulfillment of long-range transportation plans and community development plans that envision a transportation system that supports non-motorized means of transportation for central Oahu and the State in general.

### 1.3.1 Create Dedicated Non-motorized Access to Employment and Education Between Whitmore Village and Wahiawa

The purpose of the proposed project is to create a dedicated non-motorized facility that would facilitate pedestrian and bicycle access between residential land uses at Whitmore Village to places of employment and education in Wahiawa and elsewhere on Oahu, via the Wahiawa Transit Center. According to the 2013-2017 American Community Survey (ACS) 5-Year Estimates, the population of Whitmore Village is approximately 4,500. Table 1-1 provides the population's distribution across each age group.

**Table 1-1: Whitmore Village Population by Age Group**

Age Group	Estimated Individuals	Percent of Population
Under Age 5	360	8%
Age 5 to 19	813	18%
Age 20 to 59	2,450	55%
Age 60 and Over	873	19%

Source: Table DP05, American Community Survey (ACS) Demographic and Housing Estimates, 2013-2017 5-Year Estimates; ACS; 2017.

As shown in Table 1-1, almost 20% of Whitmore Village's population consists of school-aged individuals. There is one school on the Whitmore Village side of Kiikii Stream: Helemano Elementary School (a pre-school through 5th grade public educational institution). There are significantly more public and private educational facilities in Wahiawa, and after 5th grade, there

are no public education institutions in Whitmore Village. Therefore, students generally over the age of 10 or 11 must go to Wahiawa or elsewhere to further their education.

The 2010 U.S. Census and the 2012 Economic Census support the understanding of Whitmore Village as pre-dominantly residential. Surveys indicate that there are approximately 990 housing units (2010 U.S. Census, U.S. Census Bureau) with only 9 employers (2012 Economic Census, U.S. Census Bureau) in Whitmore Village. Although the surveys do not indicate how many Whitmore Village residents actually work in Wahiawa, the 2012 Economic Census indicates that 93.6% of Whitmore Village workers work away from where they live (2012 Economic Census, U.S. Census Bureau). In contrast, the town of Wahiawa contains 349 employers in the form of various businesses and institutions, including the major shopping center closest to Whitmore Village. Moreover, Wahiawa offers the opportunity to access the Wahiawa Transit Center for greater access to other parts of Oahu. As shown by the ACS 5-year population estimates in Table 1-1, over half of the Whitmore Village population is of general working age, so additional access to these employment opportunities would be directly beneficial to the community.

The proposed shared use pedestrian/bicycle path would provide an additional non-motorized transportation option for those traveling between Whitmore Village and Wahiawa. In addition, Whitmore Village residents increasingly rely on public transportation to access employment and education to and beyond Wahiawa. The amount of transit riders residing in Whitmore Village almost doubled from 7.1% at the end of 2013 to 13.5% at the end of 2017, illustrating the use of alternative transportation methods (See Table 1-2).

**Table 1-2: Whitmore Village Percent of Workers Commuting by Alternatives to Personal Vehicles**

Mode	Five Year Averages				
	2009 to 20013	2010 to 2014	2011 to 2015	2012 to 2016	2013 to 2017
Public Transportation	7.1%	7.3%	9.0%	11.6%	13.5%
Walk	1.1%	0.5%	1.5%	1.6%	1.6%
Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%
Taxi, Other	0.9%	0.5%	0.5%	0.6%	0.4%
Work at Home	1.2%	1.7%	3.1%	3.0%	2.7%

Source: Table SO801 Commuting Characteristics by Sex, 2009-2017 5-Year Estimates; ACS; 2017, as shown in *Central Oahu Transportation Study*, OMPO, November 2019.

As shown in Table 1-2, the general trend of households that commute using alternate modes of transportation is relatively small and stagnant. In the case of bicycling, no one identified this mode of transportation for their commute. Such a low growth of travelers that are bicycling and walking to work is attributed to the lack of existing infrastructure that would make these alternate modes of transportation a favorable option for commuters.

Currently, pedestrians and bicyclists must use Whitmore Avenue and Kamehameha Highway to travel between Whitmore Village and Wahiawa. Certain segments of the roadways do not have sidewalks, and while there are shoulders along some portions of these roadways there is no guardrail or similar system in place to separate non-motorized users from vehicular traffic. Construction of facilities, such as this proposed shared use path, which would be a dedicated non-motorized facility, would develop the conditions to encourage the use of these alternative modes of transportation.

As discussed above, the majority of employment opportunities are not within Whitmore Village, and while some from Whitmore Village may work in Wahiawa, there are others who could utilize the public transit system (TheBus) to get to places of employment outside of Wahiawa. Providing a more direct route from Whitmore Village to Wahiawa, and therefore to Wahiawa Transit Center, would encourage use of alternative forms of transportation, both non-motorized and by using public transit. The proposed project would provide pedestrians and bicyclists a dedicated passage from Whitmore Village to Wahiawa that would be isolated from motorized traffic. This approach would also tie into the public transit system (TheBus) and afford users access to other parts of the island by means of public transit through Wahiawa Transit Center.

### 1.3.2 Provide Non-Motorized Connection in Fulfillment of Regional and Community Plans

Regional and community plans for Whitmore Village and Wahiawa describe the community's long-term vision for transportation, which includes emphasizing non-motorized modes of travel. The *1994 Wahiawa Town Master Plan* specified the goal to, "Encourage alternative modes of travel by providing bikeways for recreational activities and trips to work areas, schools, shopping centers and community facilities." The *Proposed 2016 Central Oahu Sustainable Communities Plan* notes that measures should be taken to: "Design communities to reduce automobile usage by providing easy access to transit, ... and guiding development to encourage people to walk and bike." Lastly, the *2019 Central Oahu Transportation Study* identifies three goals as a result of community meetings that date back to 2016: (1) Reduce congestion experienced by travelers in Central Oahu, (2) Create easy access to the Honolulu Authority for Rapid Transit (HART) rail system, and (3) Create a multimodal system in Central Oahu.

While community plans clearly demonstrate a strong desire for a system that shifts residents from single occupant vehicles to alternate modes of transportation, a proper understanding of the need for the proposed project must recognize the sobering reality that very few Whitmore Village residents bicycle or walk to work. Since 2009, the majority of employed Whitmore Village residents have relied upon single-occupant vehicles for their commute to work. When compared against the island of Oahu, Whitmore Village has a much higher reliance on single occupant vehicles as the primary mode of transportation. Additional insight on commuting characteristics for Whitmore Village is provided in Table 1-2:, which focuses on exactly what types of alternative transportation modes are being used. Community input received throughout the environmental review process suggests that this trend may be attributable to a lack of facilities and options. Constructing bicycle paths, and sidewalks, such as the proposed project is a needed first step to encouraging active non-motorized transportation uses and achieving the goals established by existing long-range plans.

## CHAPTER 2. PROJECT ALTERNATIVES

Two alternatives are analyzed in this Final EA: the No Build Alternative and the Build Alternative that connects to North Cane Street in Wahiawa. As discussed in Section 1.1, because the proposed project is a design-build project, it should be noted that this document is predicated on the available project information and is subject to change, as the design is developed. If design details differ substantively from the action proposed in this document that would result in new impacts not previously considered or disclosed, additional environmental review may be required.

### 2.1 Existing Condition

Currently, pedestrians and bicyclists use the sidewalks, and when no sidewalks are available, the roadway shoulders of Whitmore Avenue and Kamehameha Highway to travel between Whitmore Village and Wahiawa (see Figure 2-1). For those segments where the roadway shoulders are used for pedestrian and bicycle traffic, there is no guardrail or similar system in place to separate non-motorized users from vehicular traffic. For users traveling to Wahiawa, Kilani Avenue is their first opportunity to leave Kamehameha Highway. Kilani Avenue is a two lane roadway with concrete paved sidewalks on both sides.

### 2.2 No Build Alternative

As noted in Section 2.1, there are no pedestrian/bicycle facilities in the project area or in its vicinity (See Figure 2-2). The No Build Alternative assumes that the projects listed on the Statewide Transportation Improvement Program (STIP) would be built by 2040, with the exception of the proposed shared use path and bridge, as illustrated in Figure 2-3. The STIP, which is updated regularly, is used as a threshold to identify those projects that are likely to materialize because they are in the approved funding stream. Currently, there are no projects on the STIP that would occur in Whitmore Village or Wahiawa. Therefore, this scenario assumes that pedestrians and bicyclists would continue to use Whitmore Avenue and Kamehameha Highway as they currently exist to travel between these two locations. If the No Build Alternative is selected, the funding appropriated for the proposed shared use path would return to the State's general fund and would not be allocated to any future priorities designated by the community pending legislative approval.

Although no other future projects are specifically assumed under the No Build Alternative, the following relevant future projects may be constructed. Per the Oahu Bike Plan, construction of a Shoulder Bikeway is proposed along Kamehameha Highway, along with construction of a Bikeway along Kilani Avenue and Glen Avenue (see Figure 2-3 below). The addition of these facilities would result in additional options for pedestrians and bicyclists, without the construction of the proposed project.

HDOT also has plans to construct 5-foot wide sidewalks along Whitmore Avenue, from Uakanikoo Street to Ihiihi Avenue. This would encourage more pedestrian based travel in Whitmore Village, and the proposed project would support that by providing additional connectivity to Wahiawa. However, this project is currently not in the STIP.

### **2.3 Alternatives Considered but Rejected**

There are three build alternatives that were considered but rejected.

Two of these alternatives were contained and addressed in the Draft EA: the option of terminating the bridge at either Palm Street or Koa Street on the Wahiawa side of the bridge (see Figure 2-4). These alternatives were eliminated because the North Cane Street connection has the distinct advantage of being near the Wahiawa Police Station to enhance safety and security, as well as minimizes impacts to existing land uses.

The other alternative consists of widening Whitmore Avenue and Kamehameha Highway, including Karston Thot Bridge, to allow for the installation of pedestrian/bicycle facilities along these existing roadways. While the addition of a bikeway along Kamehameha Highway remains a potential future project (see Figure 2-3), it was rejected because it exceeds the project budget and does not meet the project purpose and need as effectively as the build alternative.

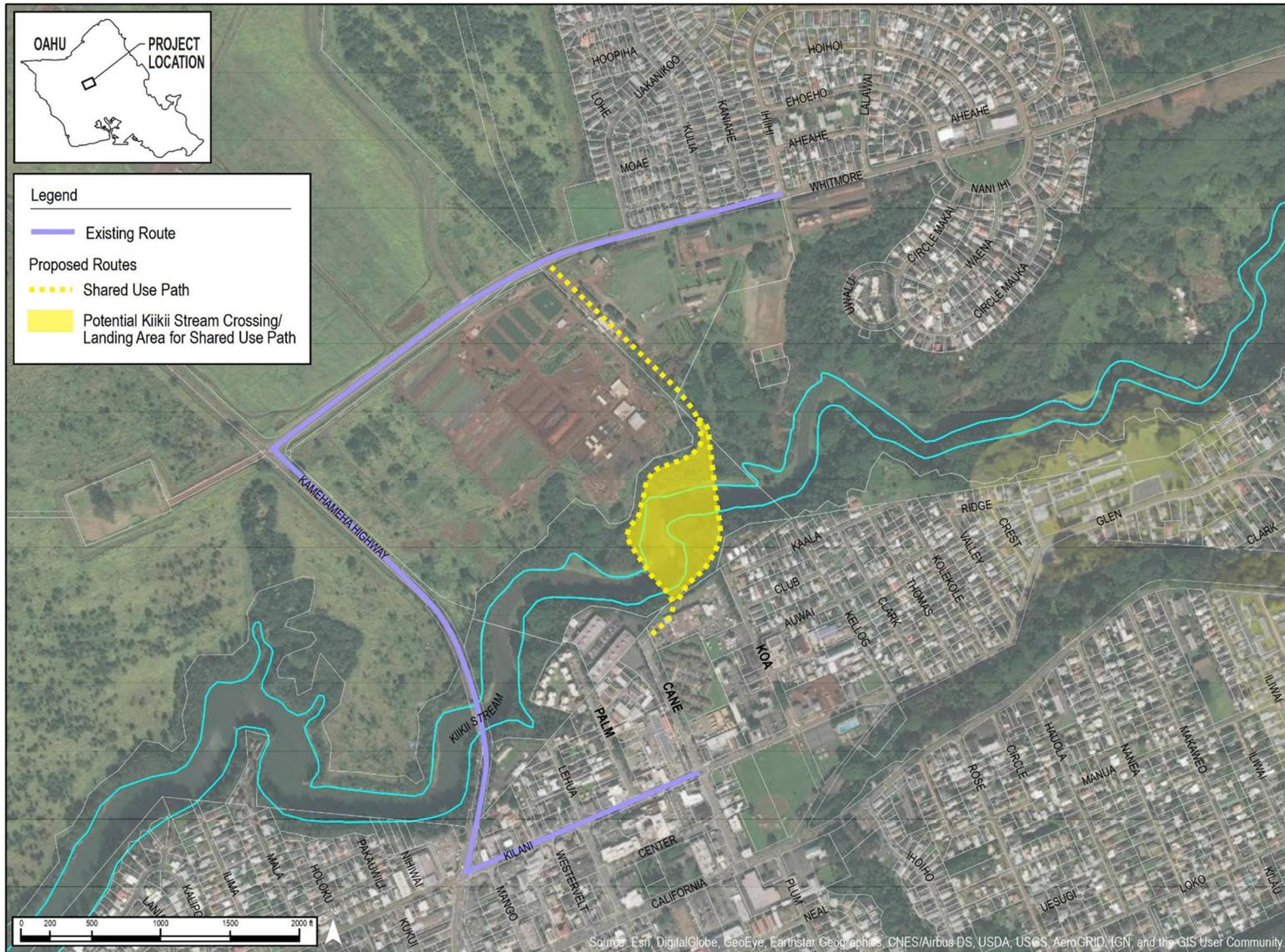


Figure 2-1: Existing Pedestrian/Bicycle Route in the Project Vicinity

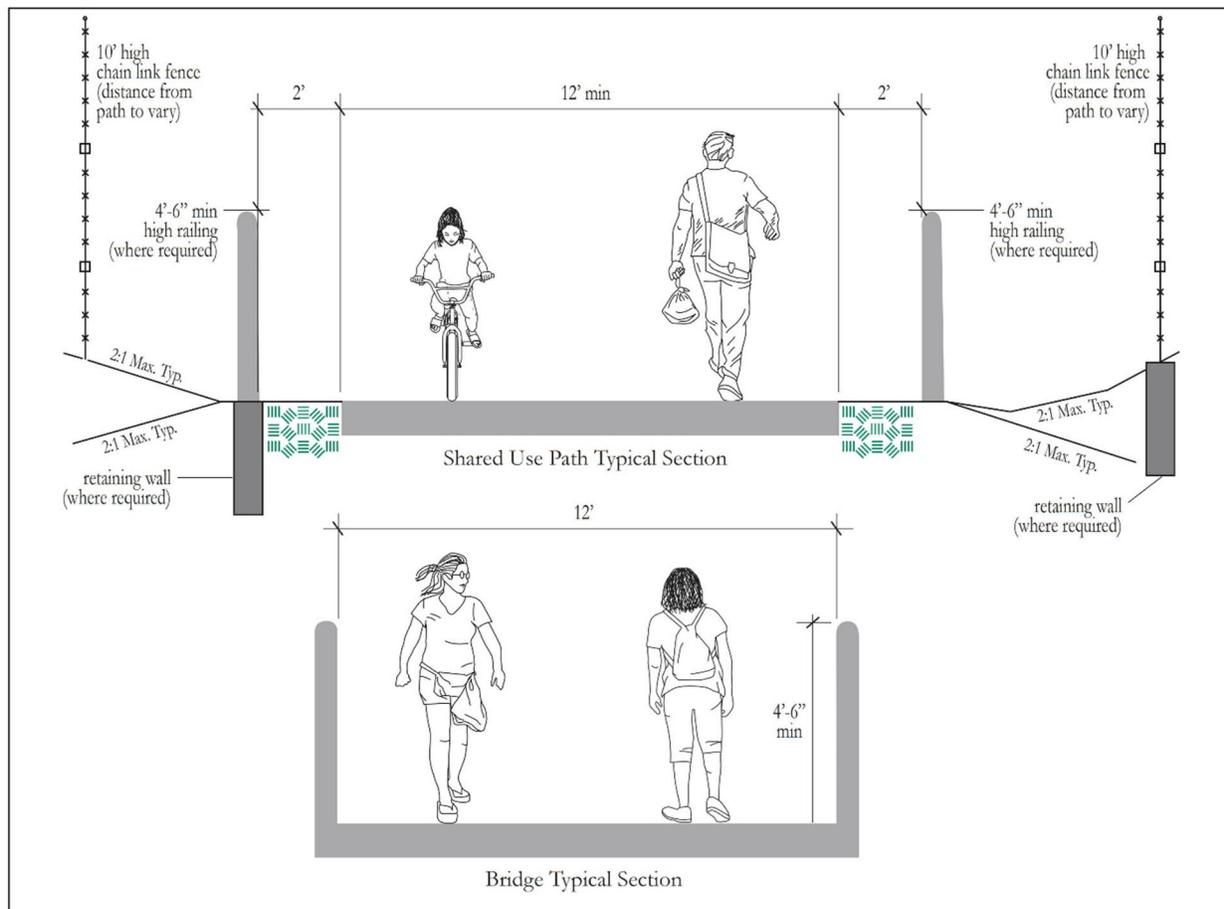


Figure 2-2: Existing Bicycle Facilities in the Project Vicinity





Figure 2-4: Alternatives Considered in the Draft EA but Rejected



**Figure 2-5: Existing Typical Sections for the Proposed Project**

## 2.4 Build Alternatives

As shown on the typical section in Figure 2-5, the proposed shared use pedestrian/bicycle path would consist of a 16-foot wide path and a 12-foot wide bridge with lighting for its entire length. Removable bollards would be installed at either end of the pedestrian/bicycle bridge across Kiiikii Stream to ensure that vehicular traffic is not able to access the bridge, and it remains a non-motorized facility. Fencing would also be placed as needed to secure the stream banks and as a safety measure.

The project begins with a connection from Whitmore Avenue on properties (TMK 7-1-002:009 and 7-1-002:004) owned by Agribusiness Development Corporation (State of Hawaii), and then continues toward Kiiikii Stream for roughly 1,000 to 1,400 feet (approximately 0.2 to 0.26 mile) by traversing a property owned by Sustainable Hawaii Inc. (TMK 7-1-003:013). Figure 2-6 illustrates the landowners in the vicinity of the project alignment. Along this area the project would consist of a 30-foot wide right-of-way, which may vary depending upon environmental and design constraints.

The proposed project crosses Kiiikii Stream using a bridge that would be approximately 450-600 feet long (0.085 – 0.11 mile). Because the project is a design-build project, the design is still very flexible, and may vary as more data is collected and the environment is better understood. This

Final EA establishes the area where the bridge alignment may cross Kiikii Stream, which is reflected in Figure 2-6. The yellow shaded area reflects the area where the bridge could cross Kiikii Stream. This approach allows HDOT greater flexibility in the design to balance and accommodate the environment, design feasibility, cost constraints, and community feedback as the design progresses.

On the Wahiawa side, the bridge would terminate between the general bounds of North Cane Street and Koa Street.

The proposed project would affect the following parcels along its entirety:

- 7-1-002:004: Agribusiness Development Corp.
- 7-1-002:009: Agribusiness Development Corp.
- 7-1-001:013: Sustainable Hawaii Inc.
- 7-4-007:006: State of Hawaii and City and County of Honolulu (Wahiawa Police Station and Satellite City Hall)
- 7-4-007:007: City and County of Honolulu

There are no current plans to upgrade the City-owned North Cane Street to which the proposed bridge across Kiikii Stream would connect; any such improvements of this City street is beyond the scope of this project at this time. The Build Alternative may require temporary construction easements and / or permanent easements and acquisitions. Because the design of the project will be furthered in the next project phase, the impacts to any individual parcel are cursory. See Section 3.2 for a description of land use impacts. At this time it is not anticipated that any privately owned property would be fully acquired.



## 2.5 Project Cost and Schedule

The proposed project would be developed for construction using a design-build procurement process. As part of this process, HDOT would advertise a Request for Proposal (RFP) based on the project's conceptual engineering design and other project requirements, including commitments made by reference to this environmental document. The Contractor would then develop proposal responses to design and construct based on these requirements. Upon evaluating responses to the RFP or Contractor bids, HDOT would award the contract to the selected Contractor prior to or on December 31, 2020.

### 2.5.1 Project Cost

The estimated cost for the Build Alternative was generated based on conceptual engineering. The final alignment will be determined in the design process. The estimated construction cost is approximately \$12,500,000.00<sup>1</sup>.

### 2.5.2 Project Schedule

The proposed project's milestones and associated dates are shown in Table 2-1.

**Table 2-1: Project Schedule**

Project Milestone	Associated Date
Request for Proposal Advertised for Contractor to bid	Early September 2020
Deadline for Contractor qualifications to be submitted to HDOT	Late September 2020
Deadline for the top 3 Contractors selected to submit their proposals to HDOT	November 2020
Selected Contractor to be awarded the project	December 2020
Construction to begin	January 2022
Construction to be completed	Late Summer / Early Fall 2023

## 2.6 Permits and Approvals

Table 2-2 lists approvals and permits that would be required prior to construction of the proposed project. Coordination and approvals are ongoing.

It should be noted that the new bridge would be designed to avoid impacts to the surrounding environment to the extent possible. Some of these impacts could include impacts to waters of the U.S.; therefore the permits with an asterisk below may not be required if the project's design is able to adhere to certain criteria and avoid work within / below the Ordinary High Water Mark of Kiikii Stream. Coordination with the USACE is ongoing and documented in Appendix A of this Draft EA.

<sup>1</sup> Estimates are purely construction costs and do not include engineering, right-of-way, operation, maintenance costs, or construction contingencies

**Table 2-2: Potential Permits and Approvals**

Agency	Permit or Approval
Coastal Zone Management (CZM) – Federal Consistency Review	*CZM Federal Consistency Review: Federal Permit Required (Dependent upon need for CWA Section 404 DA Permit – see row below)
Department of the Army (DA); (U.S. Army Corps of Engineers, Regulatory Branch)	*CWA Section 404 DA Permit  *Section 10 of the Rivers and Harbors Act
Department of Health (HDOH), Clean Water Branch (CWB)	National Pollutant Discharge Elimination System (NPDES) Permit for storm water discharges related to construction activities;  NPDES for project discharges related to dewatering activities; and  *CWA Section 401 WQC
Department of Land and Natural Resources (DLNR), State Historic Preservation Division	Hawaii Revised Statutes (HRS) Chapter 6E-8 Review
DLNR, Commission on Water Resource Management (CWRM)	*Stream Channel Alteration Permit (SCAP)
HDOH, Indoor Air and Radiological Branch	Community Noise Permit
HDOH, Indoor Air and Radiological Branch	Community Noise Variance (if night time, weekend or holiday construction needed)
State of Hawaii, Disability and Communication Access Board (DCAB)	DCAB Review / Approval
City and County of Honolulu, Department of Planning and Permitting	Grading, Grubbing, and Stockpiling Permit



## **CHAPTER 3. AFFECTED ENVIRONMENT, POTENTIAL IMPACTS, AND PROPOSED MITIGATION**

This chapter describes the existing environmental conditions of the project site, potential long-term impacts of the project, and the proposed mitigation measures to avoid, minimize, or mitigate those potential effects. The relative impact that will likely remain after mitigation is also described. Each section within this chapter is dedicated to analyzing a specific environmental or social discipline. Short-term potential construction phase impacts are discussed in a single section, Section 3.19.

Existing conditions, potential impacts, and proposed mitigation measures presented in this chapter have been developed through (a) review of existing information related to the project areas (see references section); (b) studies conducted specifically for the project; (c) coordination with regulatory agencies; and (d) consultation with the general public. Because the project would follow a design-build process, a base design and typical method of construction was assumed to determine the likely potential impact. While the proposing Design-Build Contractor is expected to conform to the impact thresholds disclosed within this document, as the design is developed, certain impacts could change. If design details result in impacts that are substantively greater than those described in this document, HDOT would deem additional environmental review to be required.

### **3.1 Physical Geography**

This section describes the topography and soil conditions that influence geographic processes at the project site.

#### 3.1.1 Existing Conditions

Whitmore Village and the town of Wahiawa are nestled at the western alluvial base of the Koolau Mountain Range, also referred to as the Schofield Plateau, where volcanic flows from the Koolaus banked against the Waianae Mountain Range to form the island of Oahu (Stearns, 1939). As the geographic formation's name "Schofield Plateau" suggests, the topographic conditions for the locality and project site are uniformly flat. Whitmore Village is fairly level without many distinguishing geographic features with the exception of Kiikii Stream. Kiikii Stream, with its steep banks, sits at about 840 feet above mean sea level (MSL) at its lowest point, which is nearly 100 feet lower than the surrounding Whitmore Village and Wahiawa, at roughly 970 feet above MSL.

Figure 3-1 identifies the underlying soils within the project area. These soils include:

- HLMG (Helemano silty clay): This soil is found at elevations of 500 – 1,200 feet and at slopes of 30-90%. It is a well-drained soil type with a high ability to allow water to drain through it. It is not considered prime farmland soil.
- KuB (Kolekole silty clay loam): This soil is found at elevations of 500 – 1,200 feet and at slopes of 1-6%. It is a well-drained soil type with a very low to moderately high ability to allow water to drain through it. It is only considered as prime farmland if irrigated.

- **KuD (Kolekole silty clay loam):** This soil is found at elevations of 500 – 1,200 feet and at slopes of 12-25%. It is a well-drained soil type but has a low to moderate ability to allow water to drain through it. It is not considered prime farmland soil.
- **LeB (Leileihua silty clay):** This soil is found at elevations of 900 – 1,200 feet and at slopes of 2-6%. It is a well-drained soil type with a moderately low to moderately high ability to allow water to drain through it. It is only considered as prime farmland if irrigated.
- **WaA (Wahiawa silty clay):** This soil is generally found at elevations of 500 – 1,200 feet and at slopes of 0-3%. It is a well-drained soil type with a moderately high to high ability to allow water to drain through it. It is only considered as prime farmland if irrigated.
- **WaB (Wahiawa silty clay):** This soil is generally found at elevations of 500 – 1,200 feet and at slopes of 3-8%. It is a well-drained soil type with a moderately high to high ability to allow water to drain through it. It is only considered as prime farmland if irrigated.
- **WaC (Wahiawa silty clay):** This soil is generally found at elevations of 500 – 1,200 feet and at slopes of 8-15%. It is a well-drained soil type with a moderately high to high ability to allow water to drain through it. It is only considered as prime farmland if irrigated.

These types of soil are generally well-drained, and vulnerable to erosion. While some may be considered prime farmland when irrigation is available, lands within the project area are not identified by the State Land Use Commission as Agricultural Lands of Importance to the State of Hawaii (ALISH) (Hawaii State GIS, 2019).



### 3.1.3 Avoidance, Minimization, and Mitigation Measures

Grading, grubbing, and other earthwork activities would not alter topography in such a way that topography, drainage patterns or geologic processes would substantially change therefore no avoidance, minimization, or mitigation measures are proposed.

See Section 3.6 for avoidance, minimization, and mitigation measures to protect surface water resources, including those measures to defend stream bank erodibility and incorporation of post-construction storm water best management practices (BMPs) to account for the increase in impermeable surfaces.

## **3.2 Land Use**

### 3.2.1 Existing Conditions

Whitmore Village is primarily a residential community of about 990 homes with a community recreation center, Helemano Elementary school, and community parks. Land use immediately surrounding Whitmore Village and Whitmore Avenue was once commercial pineapple fields that are now fallow.

On the opposite side of Whitmore Avenue, where the project proposes to initiate the shared use path, the land is owned by Agribusiness Development Corporation (ADC). ADC is attached to the Department of Agriculture with a mission to revive the former agricultural economic base with new and diversified agricultural products. Currently this parcel is part of the Agricultural Tech Park, and the future site of the Whitmore Community Food Hub (Food Hub).

On the Wahiawa side of Kiikii Stream the land use is full of mixed urban land uses that range from residential to industrial and commercial.

The Wahiawa terminus at North Cane Street is located near the Wahiawa Police/Department of Motor Vehicle building and the Wahiawa Industrial Center. Figure 3-2 illustrates the land uses and view from Kilani Avenue looking northwest along North Cane Street.



Google Earth. Accessed 2020.

**Figure 3-2: Northwest View from Kilani Avenue Along North Cane Street**

### 3.2.2 Potential Impacts

#### *No Build Alternative*

Under the No Build Alternative, there would be no changes to existing land use neither would easements or property acquisition be needed for the shared use path right-of-way.

#### *Build Alternative*

The project would require temporary construction easements and / or permanent easements and / or property acquisitions of some form. Because the design of the project will be furthered in the next project phase, the precise property requirements and therefore impacts to any individual parcel are cursory. No property would need to be fully acquired, nor would any land use be fully displaced.

Figure 2-6 illustrates the landowners in the vicinity of the project alignment. The project alignment begins with a connection from Whitmore Avenue on the property (TMK 7-1-002:009) owned by ADC, and then continues toward Kiikii Stream for roughly 1,500 feet (0.28 mile) by traversing a property owned by Sustainable Hawaii Inc. The property owned by Sustainable Hawaii Inc. is predominantly undeveloped land on both sides of Kiikii Stream.

The alignment then crosses the Sustainable Hawaii Inc. property. A description of the impacts is provided below.

The project alignment could require conversion of about 87,000 square feet (2 acres) of land from the Agricultural Tech Park to a shared use path on the Whitmore Village side of the bridge. While the amount of property required may change as the design proceeds, the overall impact on its use

is expected to remain the same. Two ancillary structures or non-historic buildings within the ADC property would be removed or relocated to accommodate the shared use path.

On the Wahiawa side of the bridge, one parcel may be affected where the proposed project would connect to North Cane Street. Section 2.4.1 identifies the TMK and owner of the affected parcel. The bridge landing would avoid both the undeveloped Sustainable Hawaii, Inc. parcel and the parking lot/driveway of the Wahiawa Industrial Center, LLC. property. Easements or acquisition may be needed from the City and County of Honolulu, to create a path leading to/from the bridge. Minor improvements and reconfiguration to the City and County of Honolulu's parking lot, landscaping, and wall may be needed, depending on the alignment, to allow for enhanced visibility and connection to North Cane Street.

None of the land use activities occurring on this parcel would be displaced by this alternative.

### 3.2.3 Avoidance, Minimization, and Mitigation Measures

Concepts for the future Food Hub identify a shared use path that encircles the property. The proposed shared use path is consistent with the design concepts, therefore avoidance, minimization and mitigation measures are not needed. Furthermore, as noted in Section 3.2.2., none of the land use activities occurring on the surrounding parcels would be impacted, and none of the land use activities on the affected parcel would be fully displaced. However, coordination with the landowners and tenants of the affected parcel, specifically the City and County of Honolulu, the Honolulu Police Department, and Sustainability Hawaii Inc., will be conducted during the project's design to avoid, minimize, and mitigate any impacts to land use operations or activities.

Any real property acquisitions or entitlements will be procured in accordance with federal, State and local regulations.

## **3.3 Historic and Archaeological Resources**

### 3.3.1 Existing Conditions

Chapter 6E of the Hawaii Revised Statutes (HRS), and its implementing regulations provided in Title 13, Chapter 275 of the Hawaii Administrative Rules (HAR), requires State agencies to consider the effect of their projects on historical and archeological resources. Because the proposed project would be completely state-funded and no federal funds would be used, federal rules and regulations are not applicable to this project.

The HRS Chapter 6E-8 review process for this proposed project is being conducted simultaneously with the preparation of this EA and will be completed prior to the beginning of construction. Appendix B contains a Draft Archaeological Inventory Survey (AIS) Report prepared for this project. The AIS was undertaken in accordance with HAR Chapter 13-275 and was performed in compliance with the *Rules Governing Minimal Standards for Archaeological Inventory Surveys and Reports* as contained in HAR Chapter 13-276.

Figure 3-3 and Figure 3-4 identify the locations of historic resources described within this section and their proximity to the proposed project.

A portion of the current project area was recently subject to a Historic Properties Inventory Survey or HPIS (Novell et al. 2019 – under review) prepared by ASM for a separate development project.

As a result of this prior study, ASM identified twenty-seven buildings, twenty of which are at least 50 years old and are thus considered historic. However, none of the said properties are listed in or eligible for either the National or the Hawaii Register of Historic Places. While none of the buildings were assessed as individually significant, collectively the buildings were assigned a single State Inventory of Historic Places (SIHP) Site number (temporary Site 50-80-40-XXXX). The site is considered significant under Criterion d for the information generated during the earlier study. As the prior study sufficiently documented the site, no further mitigation work was the recommended treatment for the site.

Fieldwork for this project was conducted over two days on February 26, 2020 and March 13, 2020. As a result of this fieldwork and fieldwork conducted for a prior study, ASM identified two Historic Period sites: a cut-slope pathway (Site 50-80-04-8875) and remnants of a train trestle (Site 50-80-04-8876), as well as a group of sixteen buildings that comprise a larger site (temporary Site 50-80-04-XXXX). The newly identified sites (50-80-04-8875 and 50-80-04-8776) are considered significant under Criterion d and no further work is the recommended treatment for these sites as the research and fieldwork conducted has been sufficient to exhaust the information potential of these sites. No further work is the recommended treatment for these two sites, which will not be impacted by the development of any of the proposed pedestrian bridge alternatives. Although none of the buildings that comprise the third site, temporary Site 50-80-04-XXXX, are individually significant under any criteria, collectively, this site is also considered significant under Criterion d for the information generated as a result of the prior Novell et al. (2019). Similar to the first two sites, no further mitigation work is recommended for temporary Site 50-80-04-XXXX, as the Novell et al. (2019) study has sufficiently documented the site.

#### *SIHP Site 50-80-04-8875*

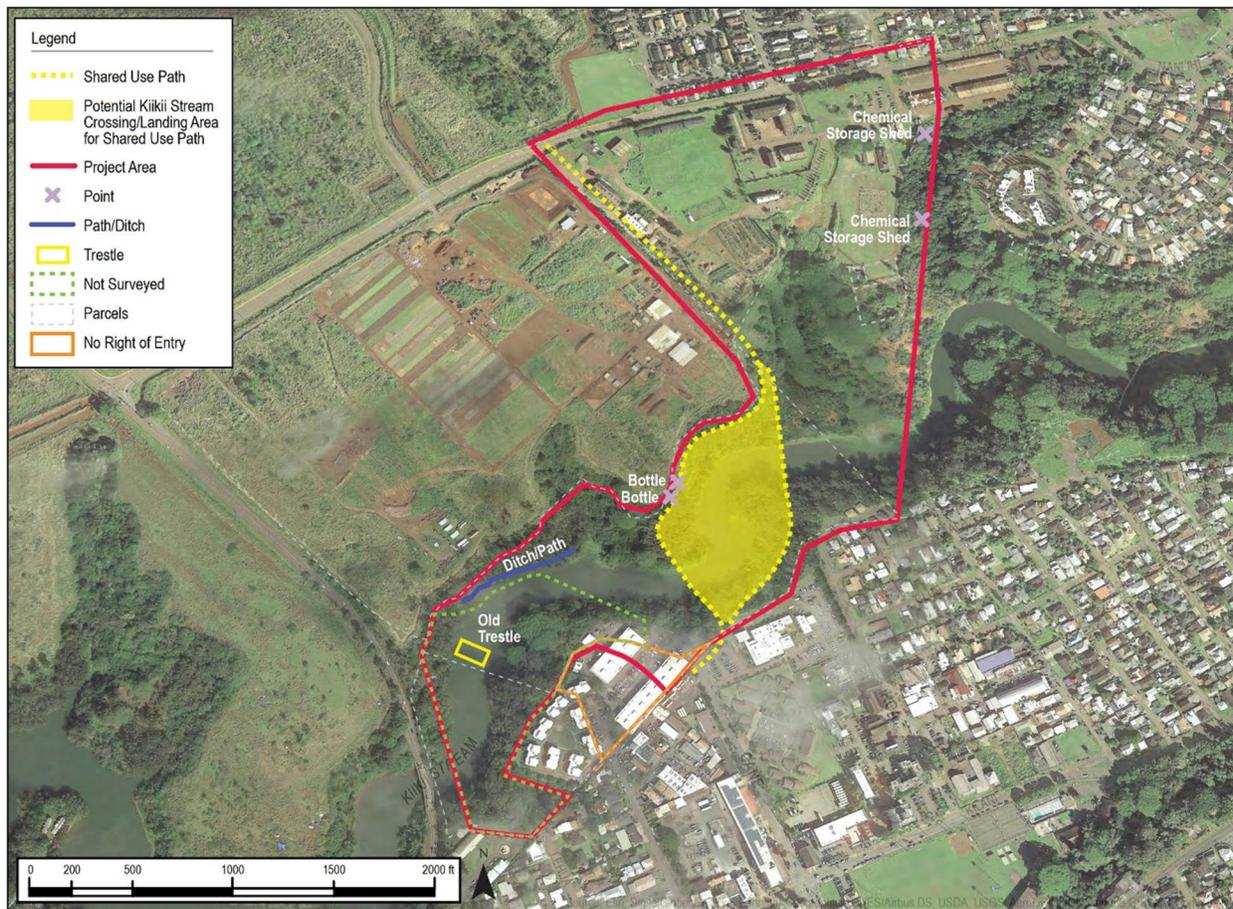
Site 50-80-04-8875, a Historic Period pathway, is considered significant under Criterion d for the information it has yielded relative to the late nineteenth to early twentieth century activities associated with the development of the so-called Wahiawa Colony. Based on historical research, Site 50-80-04-8875 was likely used by the Wahiawa settlers to access their farm plots on the plateau to the north after they crossed the north fork of the stream. The research and fieldwork conducted for the AIS has been sufficient to exhaust the information potential of Site 50-80-04-8875. No further work is the recommended treatment for the site, which will not be impacted by the development of any of the proposed pedestrian bridge alternatives.

#### *SIHP Site 50-80-04-8876*

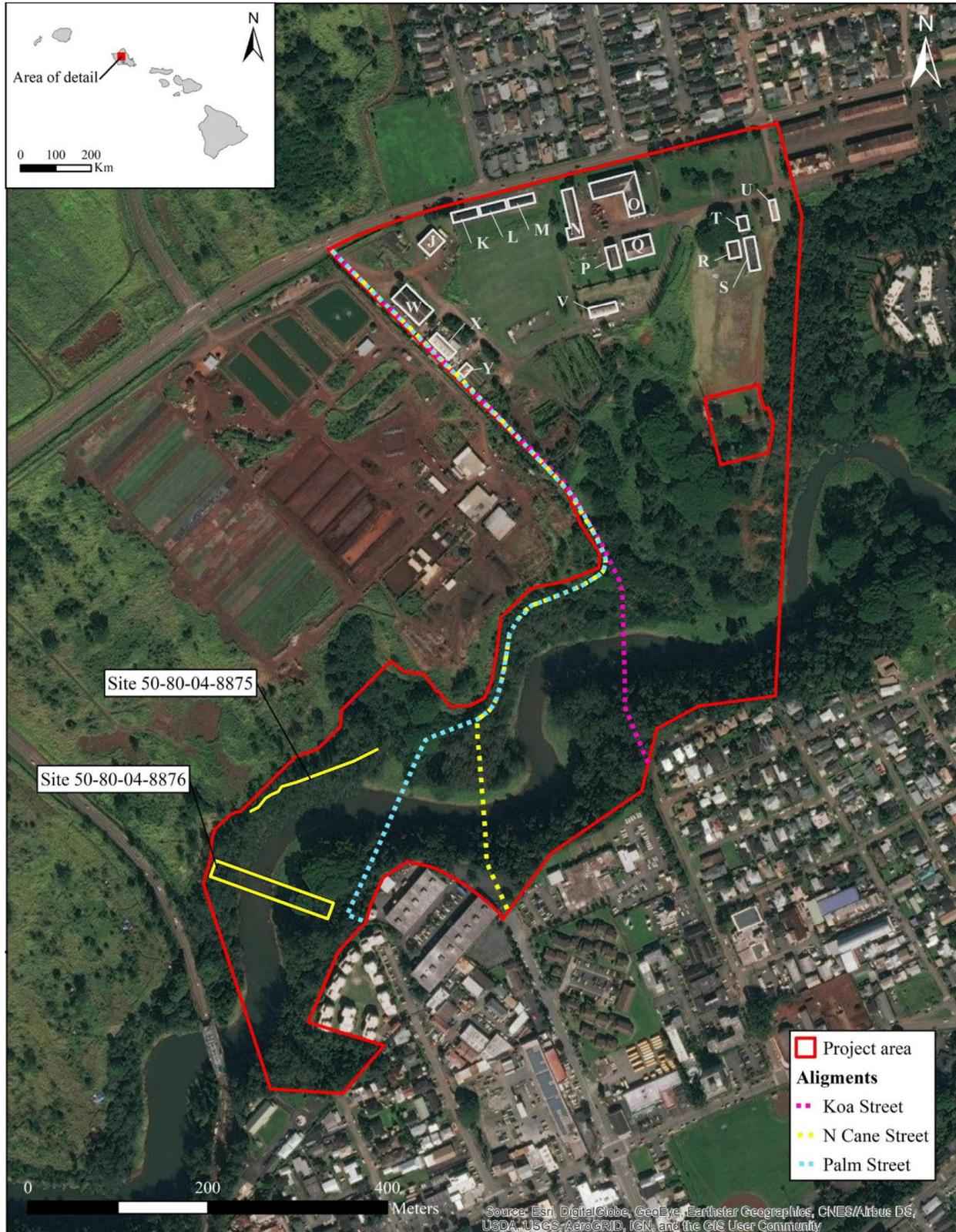
Site 50-80-04-8876, a Historic Period train trestle, is considered significant under Criterion d for the information it has yielded relative to the early to middle twentieth century activities associated with the former O. R. and L. railroad line, particularly the Wahiawa Branch, which was constructed in 1906. A review of historical maps and archival documentation provided sufficient detail to understand the extent of the former railroad ROW and trestle, which was utilized to allow goods and passengers to travel between the pineapple fields to the north of the stream and the pineapple canneries in Honolulu. The research and fieldwork conducted has been sufficient to exhaust the information potential of Site 50-80-04-8876. No further work is the recommended treatment for Site 50-80-04-8876 which, although near the western end of the Palm Street alignment, should also not be impacted by the development of any of the proposed pedestrian bridge alternatives.

*SIHP Site 50-80-04-XXXX (Temporary)*

The historic buildings that comprise temporary Site 50-80-04-XXXX were previously evaluated for historical significance based on themes pertaining to the former Dole Company Operations Facility and for their association with the history and development of pineapple production in Hawaii (Novell et al. 2019). Sixteen of the twenty-seven buildings recorded as part of temporary Site 50-80-04-XXXX are located within the current project area; nine of these buildings are over fifty years old and are thus considered historic. However, none of these buildings were evaluated as individually significant under any criteria beyond their part within the greater whole of temporary Site 50-80-04-XXXX, and the site’s association with the history and development of the pineapple industry in Hawaii, and the Dole Company (Hawaiian Pineapple Company [HAPCo]) in particular, under the broader themes of Agriculture and Economy in Hawaii. Collectively, the buildings will be assigned a SIHP Site designation; at present the buildings are referred to as temporary Site 50-80-04-XXXX as the Historic Properties Inventory Survey is still under review by the DLNR-SHPD Architecture Branch. Although none of the buildings that comprise temporary Site 50-80-04-XXXX are individually significant under any criteria, collectively, the site is considered significant under Criterion d for the information generated as a result of the prior Novell et al. (2019). However, no further mitigation work is recommended, as the Novell et al. (2019) study has sufficiently documented the site.



**Figure 3-3: Historic Resources in the Project Vicinity**



**Figure 3-4: Detailed Layout of Historic Resources in the Project Vicinity**

### 3.3.2 Potential Impacts

#### *No Build Alternative*

Under the No Build Alternative, no historic properties would be affected.

#### *Build Alternative*

All three sites are present within the project area. The project alignment passes near temporary Site 50-80-04-XXXX on the Whitmore Village side of the project. The HRS Chapter 6E-8 review determination of effect pursuant to Hawaii Administrative Rules (HAR) Chapter 13-275-7 would be “no historic properties affected,” assuming SHPD concurrence with the Novell et al. (2019) significance evaluations and treatment recommendations for temporary Site 50-80-40-XXXX.

### 3.3.3 Avoidance, Minimization, and Mitigation Measures

Recorded sites are assessed for their significance based on criteria established and promoted by the DLNR-SHPD and contained in the HAR Chapter 13-275-6. For a resource to be considered significant, it must possess integrity of location, design, setting, materials, workmanship, feeling, and association and meet one or more of the following criteria:

- a) Be associated with events that have made an important contribution to the broad patterns of our history;
- b) Be associated with the lives of persons important in our past;
- c) Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value;
- d) Have yielded, or is likely to yield, information important for research on prehistory or history;
- e) Have an important traditional cultural value to the native Hawaiian people or to another ethnic group of the state due to associations with traditional cultural practices once carried out, or still carried out, at the property or due to associations with traditional beliefs, events or oral accounts—these associations being important to the group’s history and cultural identity.

The significance and recommended treatment for the two recorded sites is presented in Table 3-1 and discussed below. The significance evaluations and treatment recommendations presented below should be considered preliminary until SHPD provides concurrence with an HRS Chapter 6E-8 review determination of effects.

**Table 3-1: Site Significance and Treatment Recommendations**

Site #	Site Type	Temporal Affiliation	Significance	Recommended Treatment
50-80-04-8875	Cut-slope pathway	Historic	d	No further work
50-80-04-8876	Train trestle	Historic	d	No further work
50-80-04-XXXX	Historic buildings	Historic	d	No further work

Completion of project design, as well as completion of the AIS and concurrence by the SHPD will confirm appropriate mitigation commitments. The proposed mitigation commitments could be

satisfied by the archaeological and historical documentation presented for Site 50-80-04-8876 in the AIS. Alternatively, mitigation measures could require additional documentation of the trestle foundations or archaeological monitoring during construction activities depending upon the specifics of the proposed development activities.

Because the proposed project is not anticipated to affect either Site 50-80-04-8875, a Historic Period pathway, or the group of buildings comprising temporary Site 50-80-04-XXXX, no further mitigation is recommended for these two sites, as the Novell et al. (2019) study has sufficiently documented these sites, as discussed above.

### 3.4 Cultural Impacts

#### 3.4.1 Existing Conditions

A Draft Cultural Impact Assessment (CIA) is included in Appendix C of this Draft EA. The completion of the CIA has been constrained by environmental and social factors, including the effects due to the social distancing requirements of the novel coronavirus COVID-19 pandemic, making it not possible to conduct the requisite interviews with potential cultural informants. The Draft CIA, to the extent that it has been completed for public consideration, is referenced in this Draft EA. As described in subsequent paragraphs, although the ability to receive project input from lineal descendants and cultural practitioners was limited, the goals of identifying and disclosing impacts to cultural practices intended by Chapter 343 and HAR 11-200.1 are sufficiently met.

The proposed project is located in Wahiawa, which is recognized as a culturally significant place as it is the former birthplace of the Lo Alii and the home of the Puuhonua Kukaniloko. In an effort to identify individuals knowledgeable about traditional cultural practices and/or uses associated with the current subject property, a public notice about the project was published in the March 2020 issue of Office of Hawaiian Affairs (OHA) publication *Ka Wai Ola*. To date, no responses have been received from the public notice.

Additional requests for information and invitations to participate in the CIA were made, but none have resulted in project interviews. OEQC Guidelines for Assessing Cultural Impacts allow for the inclusion of constraints or limitations that might have affected the quality of the information obtained as a result of the ethnographic and oral history procedures conducted as part of the consultation process. As described in the CIA in Appendix C, the social distancing requirements of novel coronavirus COVID-19 pandemic has likely had a limiting effect on the consultation process, which is not a reflection of low interest in the proposed project or a lack of knowledge regarding traditional cultural properties or practices within the project area or greater study area. Rather, the limited response to requests for consultation is likely a result of the timing of the effort in the midst of a pandemic. Therefore, previous cultural, ethnographic, and archaeological studies conducted within the vicinity of the project area over the last fifteen years, including the Whitmore Village Food Hub project were carefully reviewed to develop and understanding of the potential impacts of the proposed project within the immediate impact area and the larger cultural landscape.

No Precontact archaeological sites were identified within the current project area as a result of the fieldwork conducted as part of a separate historic properties survey (Novell et al. 2019) for the Food Hub Project or the AIS carried out for the current project (Gotay and Clark 2020). Although

two Historic Period sites were identified—remnants of a railroad trestle (SIHP 50-80-04-8876) and a cut-slope pathway (SIHP 50-80-04-8875); neither of these sites qualify as traditional cultural properties. Additionally, no traditional cultural properties or former or ongoing traditional cultural practices were identified as a result of a recent cultural impact assessment (Gotay and Rechtman 2019) of a roughly 34-acre area that coincides with the northeast end of the current project area.

These negative findings combined with the lack of information regarding traditional cultural practices specifically related to the subject parcel are not unexpected for the following reasons. A large portion of the current project area was the site of the Dole Company Operations Facility at Whitmore Village since at least 1946. This area and the acreage on the plateau along the north bank of the stream that comprises the western portion of the project area was likely planted in pineapple as part of the HAPCo (later Dole) plantation as far back as the early 1900s. The steep banks of the section of the stream that flows through the project area were likely deemed unsuitable for modern or ancient agricultural pursuits. The modifications to this portion of the landscape as a result of modern temporary houseless community's activities has likely obscured any evidence of former traditional cultural properties that may have remained extant in the twentieth century. The flatter portions of the project area along the south bank of the stream are host to ongoing commercial, industrial, and residential development that has altered the landscape since the early twentieth century. Thus, any traditional cultural practices that may have been practiced within the current project area likely predated the establishment of HAPCo and Wahiawa Town over a century ago.

With that being said, the CIA describes the inherent challenge of defining the boundaries of traditional cultural properties. While the focus of this assessment is the 80 acres of land on which the project is situated, individuals consulted in the preparation of prior studies and contacted for inclusion in the current study believe that the partitioning of central Oahu plain and the relegation of the Kukaniloko Birthstones State Monument into a discrete 5-acre parcel discounts the greater cultural significance of the area. Rather, they view the current project area as *i loko* or within a 36,000-acre traditional cultural property—*puuhonua Kukaniloko* and the *kalana* of Wahiawa-Lihue-Helemano. To these individuals, any development activity within this 36,000-acre area would be seen as affecting the more extensive *puuhonua Kukaniloko*. To some *Kukaniloko* is considered the most sacred site on Oahu, to some the Hawaiian Islands, while others maintain it is the most sacred site in the world. One specific concern related to the proposed pedestrian bridge project was that the height of the proposed pedestrian bridge might adversely impact the viewshed from the currently preserved *Kukaniloko Birthstones* site.

### 3.4.2 Potential Impacts

#### *No Build Alternative*

If the No Build Alternative were selected, it is anticipated that there would be no changes to the known cultural practices of the area.

#### *Build Alternatives*

The proposed project would result in construction of a pedestrian/bicycle path on the Whitmore Village side of Kiikii Stream, along with an associated bridge over the stream to Wahiawa. The bridge's terminus in Wahiawa would be an area where urban development has occurred. It is not

anticipated that there would be any change to the cultural practices of the area due to the construction of the project.

Given the negative findings with respect to the identification of any traditional cultural properties or practices located within the boundaries of the 80-acre project area, coupled with the results of a recent study (Gotay and Rechtman 2019) that included a portion of the current project area, it is our conclusion that the proposed Wahiawa Pedestrian Bridge project would not result in any direct impacts to valued cultural, historical, or natural resources; or associated traditional and customary practices. Potential impacts to the viewshed from Kukaniloko are described below in Section 3.4.3. and later in Section 3.8.

### 3.4.3 Avoidance, Minimization, and Mitigation Measures

The proposed project would not directly impact cultural practices. The final design of the bridge over Kiikii Stream has not been determined, and the concerns presented above regarding the viewshed from Kukaniloko will be considered as the design progresses.

In light of the significance of Kukaniloko, a viewshed analysis will be conducted during the design phase to help finalize a design that would have little or no impact on the Kukaniloko Birthstone State Monument viewshed.

Furthermore, the beliefs of the guardians of Kukaniloko and other native Hawaiians will be taken into account in an effort to allow the community that values the traditional cultural property to determine its significance. HDOT will collaborate with local community members, such as the members of the Hawaiian Civic Club of Wahiawa, the Friends of Kukaniloko, and cultural practitioners to determine the best approach to creating a culturally sensitive representation of the significance of the area that will honor the beliefs and traditional customs of the native Hawaiian community of Wahiawa. This consultation would continue during implementation of the Wahiawa Pedestrian Bridge Project. HDOT will keep the community informed of any changes to the proposed project that could result in previously unanticipated impacts.

## **3.5 Biological Resources**

### 3.5.1 Existing Conditions

HRS Chapter 195-D provides protections for the state's protected species. Any aquatic or terrestrial species that has been determined to be a threatened or endangered species pursuant to the federal Endangered Species Act shall be deemed to be a threatened or endangered species under this chapter.

Because the proposed project would be completely state-funded and no federal funds would be used, federal rules and regulations are not applicable to this project. HDOT asked both the U.S. Fish and Wildlife Service and the State of Hawaii Department of Land and Natural Resources (DLNR), through its Division of Aquatic Resources (DAR) and the Division of Forestry and Wildlife (DOFAW), to review the project. The consultations with these agencies to date are summarized in Appendix A.

Site surveys for the project area were conducted on March 27 and 28, 2020. The site surveys considered the terrestrial flora and fauna of the project area. A detailed Biological Survey Report

was prepared for this project and is included in Appendix D. The study's findings are briefly summarized below<sup>2</sup>.

The proposed project location is situated in the Kiikii Watershed, which is an extensive watershed (58 square miles) that encompasses the Kiikii Stream System with large embayments (Parham et al. 2008). The proposed project is located approximately 7,920 feet (1.5 miles) east and upstream from the Wahiawa Reservoir (Lake Wilson) / the Wahiawa Freshwater Recreation Area. The study area overlaps approximately 3,920 linear feet (0.74 mile) of the Kiikii Stream, which is a major perennial stream in the Kiikii Stream System. In general, the study area is in a highly disturbed rural part of the island. Six distinct habitats were identified and characterized as – agricultural farmland, grassland and scrub vegetation, manicured vegetation, mesic alien forest, stream, and riparian vegetation.

A total of 115 plant species were observed in the study area. The vast majority (109 species, about 95%) of these are either cultivated, Polynesian introduced, or naturalized. Only six species (5%) are indigenous or believed to be indigenous to the Hawaiian Islands: hala (*Pandanus tectorius*), kou (*Cordia subcordata*), hau (*Hibiscus tiliaceus*), glossy nightshade (*Solanum americanum*), and uhaloa (*Waltheria indica*) (Wagner et al. 1999 as cited in HT Harvey and Associates 2002).

The only wetland feature in the study area identified by the National Wetland Inventory (USFWS 2020a) is the stream. The study area does not overlap with designated or proposed critical habitat for any taxa (USFWS 2020b as cited in HT Harvey and Associates 2002).

Wildlife observations identified 141 individual birds across 14 species. Thirteen of these species were introduced species and the remaining species, the Kōlea or Pacific golden plover (*Pluvialis fulva*), is a migratory species that spends its winters in Hawaii, and is recognized as indigenous. In terms of mammals, one domestic cat (*Felis catus*) and three mongoose (*Herpestes javanicus*) were observed.

DLNR's DAR compiles a database and atlas of stream surveys and aquatic resources for Hawaii's Streams. Information compiled in the atlas is based on a series of six surveys in the project's section of Kiikii Stream. The following fish species were identified as present - *Corbicula fluminea*, *Macrobrachium lar*, *Lepomis sp.*, *Micropterus sp.*, *Poecilia reticulata*, *Tilapia sp.*, and *Xiphophorus helleri* (DAR 2008). All species are classified as introduced. None are considered endemic or indigenous to Hawaii.

### 3.5.2 Potential Impacts

#### *No Build Alternative*

Under the No Build Alternative, there would be no ground-disturbing activities and no disruption to the existing environment, so existing biological resources would not be affected.

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<sup>2</sup> Site surveys were impeded by access restrictions to certain parts of the study area. In these cases, observations were made from a safe distance using binoculars and other remote sensing field survey methods. These survey methods, as well as literature review and coordination with resource agencies inform the findings within the Biological Survey Report and this Final EA.

### *Build Alternative*

Under the proposed project, there would be ground disturbance in the form of grading, grubbing, and other construction-related efforts, as described in Section 3.17. The amount of disturbance would depend on the design of the bridge. There are no land-based species of concern and no associated habitats of concern in any of the areas that would be affected. While lighting would be added along the path and the bridge, it would be shielded and downward facing to minimize spillage into unnecessary areas.

#### 3.5.3 Avoidance, Minimization, and Mitigation Measures

No project specific avoidance, minimization, or mitigation measures are being proposed for the project. Section 3.17 addresses temporary construction period impacts and best management practices which would be implemented to minimize the potential for temporary impacts to biological resources, through the focus on construction stormwater and runoff management controls and other measures to minimize the potential for disturbance to the overall biological environment from construction activities. General construction best management practices would be implemented to minimize the potential for temporary impacts to biological resources, including good housekeeping and measures to minimize impacts to water resources.

### **3.6 Wetland and Surface Water Resources**

#### 3.6.1 Existing Conditions

Kiikii Stream is located between Whitmore Village and Wahiawa and is part of Lake Wilson / the Wahiawa Freshwater State Recreation Area. Kiikii Stream feeds into Lake Wilson, which is the reservoir in the Wahiawa area. The banks of Kiikii Stream are steep, which can lend themselves to erosion due to the silty clay soils of the area (See Section 3.1). Heavy rains have the potential to raise the waters in the stream, as well as increased stream flow velocities.

Per the 2018 State of Hawaii Water Quality Monitoring and Assessment Report<sup>3</sup>, the data collected regarding Kiikii Stream was determined to be insufficient to make a support determination regarding the stream's use. However, according to the State of Hawaii, Department of Health, Kiikii Stream is considered a Class 2 Inland Water Body. The objective of Class 2 waters is to protect their use for recreational purposes, the support and propagation of aquatic life, agricultural and industrial water supplies, shipping, and navigation. See Figure 1-1 for a figure of the project area and waters in the area. Section 3.5 also provides additional detail regarding biological resources in the area.

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<sup>3</sup> 2018 State of Hawaii Water Quality Monitoring and Assessment Report. Accessed April 2020. <https://health.hawaii.gov/cwb/clean-water-branch-home-page/water-quality-standards/>. HAR Chapter 11-54-3 (for objective of Class 2 waters)

### 3.6.2 Potential Impacts

#### *No Build Alternative*

Under the No Build Alternative, there would be no ground-disturbing activities and no disruption to the existing environment, so existing biological resources would not be affected, including Kiikii Stream.

#### *Build Alternative*

The project will require the construction of columns in Kiikii Stream. The columns have been designed so as to not impact an area greater than 12% of the stream. The project will not require a Section 404 Nationwide Permit for the permanent placement of these columns. Depending on the Contractor's selected construction methods, a Section 404 permit may be required regulating the amount of fill material entering Kiikii Stream and qualifying the BMPs to be used during construction. The Contractor will be responsible for any commitments, and the design of the project will determine what potential impacts may occur.

A Stream Channel Alteration Permit (SCAP) is required for any temporary or permanent activity within the stream bed or banks that may: 1) Obstruct, diminish, destroy, modify, or relocate a stream channel; 2) Change the direction of flow of water in a stream channel; 3) Place any materials or structures in a stream channel; or 4) Remove any material or structure from a stream channel.<sup>4</sup>

The proposed project does not affect the use of these waters and is compatible with the protection and propagation of fish, shellfish, and wildlife, and with recreation in and on these waters.

Section 3.1 describes the project's potential impacts to the geographic setting, including topography. The proposed project would include design of a permanent post-construction storm water management system as part of the project to control runoff.

### 3.6.3 Avoidance, Minimization, and Mitigation Measures

If the construction of the Wahiawa Pedestrian Bridge requires the placement of fill material (as defined by Section 404 of the Clean Water Act) into Kiikii Stream, best management practices (BMPs) will be implemented to ensure that any impacts to the stream are minimized to the extent possible.

Construction best management practices (BMPs) would be implemented to minimize the potential for temporary impacts to Kiikii Stream due to stormwater run-off and dewatering efforts.

## **3.7 Parks and Recreational Resources**

### 3.7.1 Existing Conditions

See Figure 3-5 below for the various recreational opportunities in both the Whitmore Village and the Wahiawa area within the vicinity of the proposed project. Kiikii Stream is part of Lake

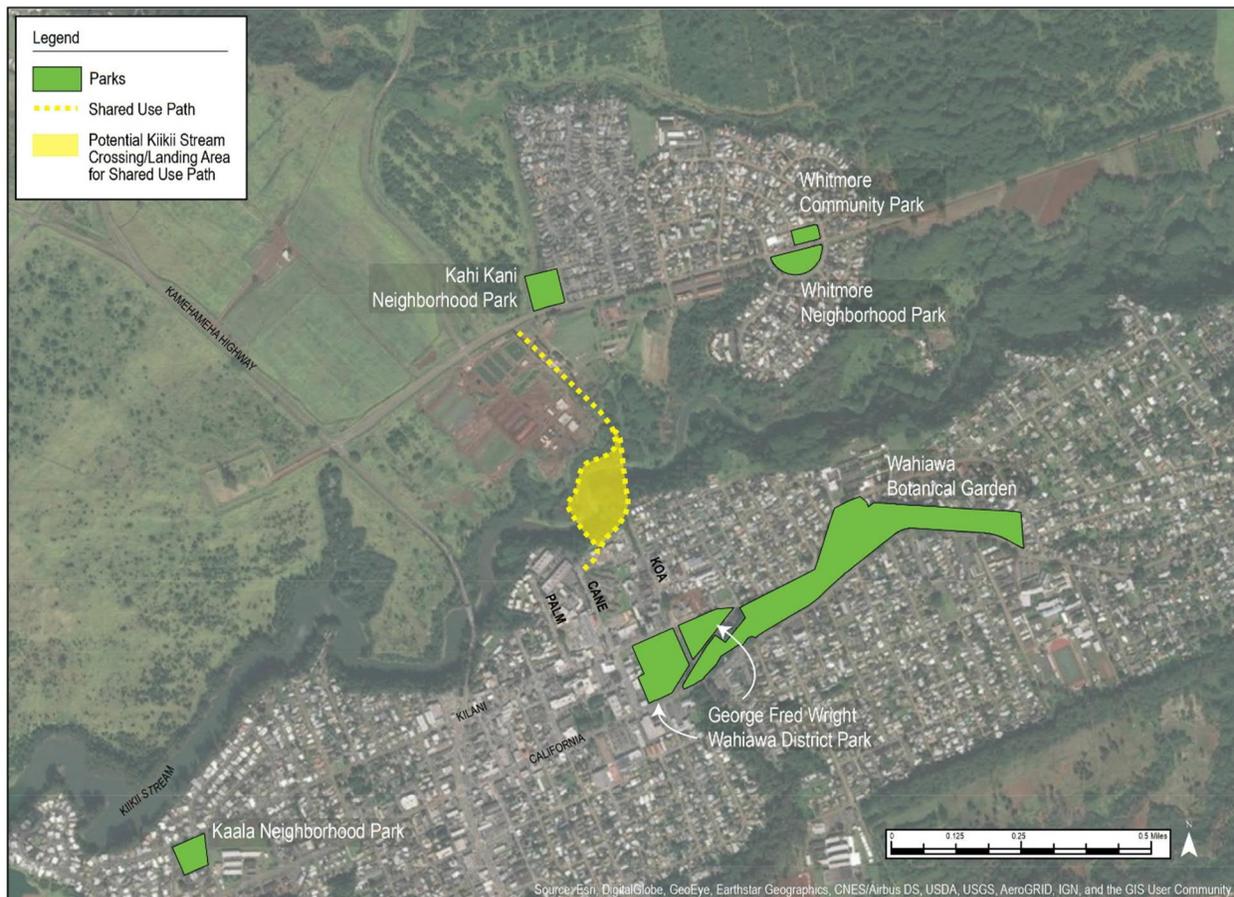
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<sup>4</sup> State of Hawaii Department of Land and Natural Resources, Commission on Water Resource Management. <https://dlnr.hawaii.gov/cwrm/surfacewater/permits/>. Accessed April 2020.

Wilson / the Wahiawa Freshwater State Recreation Area. It should be noted that there is no direct boating access from the streambank in this area of Kiikii Stream, and fishing from the proposed project bridge would not be allowed. The steep slopes of Kiikii Stream do not allow for general recreational activities in a safe manner.

In the Whitmore Village community, recreational opportunities that are open to all in the community include Kahi Kani Neighborhood Park and Whitmore Community Park<sup>5</sup>.

- Kahi Kani Neighborhood Park is located at the intersection of Whitmore Avenue and Uakanikoo Street. Kahi Kani Neighborhood Park includes an open field which is open to the general public for recreational use.
- Whitmore Community Park is located on Whitmore Avenue and Nani Ihi Avenue. Whitmore Community Park includes an open field, basketball court, baseball field, and a playground which is open to the general public for recreational use.



**Figure 3-5: Parks and Recreational Resources**

<sup>5</sup> Google Maps. Accessed April 2020.

In Wahiawa, there are the following resources that are open to the community:

- Lake Wilson / Wahiawa Freshwater State Recreation Area can be accessed along Walker Avenue in Wahiawa. This recreation area provides a boat ramp, restrooms, water fountains, picnic tables, trash cans, and allows fishing. Swimming or other recreational activities are not allowed, and boating is only allowed for fishing. The park is open to the general public for recreational use.<sup>6</sup>
- George Fred Wright Wahiawa District Park is located in Wahiawa between California Avenue and Kilani Avenue. The park's amenities include a recreation center, tennis courts, a swimming pool, a skateboarding area, a playground, a basketball court, and a baseball field, which are open to the general public for recreational use.
- Wahiawa Botanical Garden is located in Wahiawa along California Avenue. Wahiawa Botanical Garden is a 27 acre garden and forested ravine that dates back to the 1930s, when this land was used by sugar planters as an experimental arboretum.

### 3.7.2 Potential Impacts

#### *No Build Alternative*

Under the No Build Alternative, there will be no impact to any of the parks and recreational resources in either Whitmore Village or Wahiawa.

#### *Build Alternative*

The proposed project would enhance access to these facilities through the availability of a separate pedestrian/bicycle path from Whitmore Village to Wahiawa. In addition, access to these resources would not be hindered either long-term or during the construction of the project.

Design of the proposed project itself would evaluate options regarding safety features, such as fencing to ensure that it does not become an attractive nuisance.

### 3.7.3 Avoidance, Minimization, and Mitigation Measures

Parks and recreational areas in both Whitmore Village and Wahiawa will not be impacted either long-term or during the construction of the shared use path.

Because of the work in Kiiiki Stream and the project's accessibility from the Lake Wilson / Wahiawa Freshwater State Recreation Area boat ramp, the project will coordinate with DLNR to ensure that any potential for effect to the stream and its use and enjoyment is avoided or minimized.

## **3.8 Visual and Aesthetic Resources**

### 3.8.1 Existing Conditions

The visual setting of Whitmore Village and Wahiawa is rural. There are no high-rise buildings, and development in the overall area has been minimal.

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<sup>6</sup> Department of Land and Natural Resources, Division of State Parks.

In the 1998 Wahiawa Urban Design Plan noted as a key policy that “Wahiawa should build on the strength of its stable and attractive residential areas and protect and enhance its unique characteristics”. This includes the development of “a network of bicycle paths and designated bicycle routes [that] should be established along major traffic corridors in order to improve safety and convenience and encourage increased use of bicycles for travel within the community”.<sup>7</sup>

Per the Central Oahu Sustainable Communities Plan:

“The natural scenic character of Lake Wilson and the adjoining forested areas are vital elements of Wahiawa’s “town in a forest” image and should be preserved and protected from alteration or encroachment of urban uses. The Wahiawa Freshwater Park should be expanded and improved with appropriate facilities which will encourage and accommodate greater public use without major disruption to the site’s natural beauty. ... Prominent natural views in Wahiawa involved Lake Wilson and the Waianae Mountain, and to a lesser degree, the Koolau Mountains. Where possible, site layouts and building orientations for new developments should maximize view opportunities of these areas. Significant vistas should be preserved, including the view of the upper Central Oahu plains toward Waialua from the end of Koa Street in Wahiawa.”

The Karston Thot Bridge carries Kamehameha Highway across Kiikii Stream in the project vicinity.

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<sup>7</sup> 1998 Wahiawa Urban Design Plan.



**Figure 3-6: Karsten Thot Bridge as Seen from the Proposed Project Area, View to the Northwest**

### 3.8.2 Potential Impacts

#### *No Build Alternative*

Under the No-Build Alternative, there will be no impact to any of the viewplanes in either Whitmore Village or Wahiawa identified by the 1998 Urban Design Plan.

#### *Build Alternative*

The visual landscape of both Whitmore Village and Wahiawa would be changed due to the addition of the pedestrian/bicycle bridge over Kiikii Stream. The addition of a new bridge over the stream will result in a new visual element. However, as the proposed project calls for a non-motorized bridge, the new facility's silhouette would be the least intrusive design meeting the project's purpose and needs, while minimizing impact on the visual landscape. The proposed bridge is not anticipated to impede any existing views from the surrounding area and could allow for additional opportunities for new viewsheds from the bridge. While lighting would be added along the path and the bridge, it would be shielded and downward facing to minimize spillage into unnecessary areas.

As noted in Section 3.4, there is the potential for indirect impacts to the viewshed at Kukaniloko Birthstones State Monument. The profile of the bridge is anticipated to be low, and it will be constructed at a slightly lower elevation than Kukaniloko. Therefore, no visual impact is anticipated, given the 0.5-mile distance from Kukaniloko to the project area. However, because the final design of the bridge has not yet been determined, a visual impact assessment would be conducted with the design phase to confirm that the bridge would not be visible at this viewshed, or its visual impact would be negligible.

No adverse significant impacts to views and viewsheds are anticipated from the proposed action.

### 3.8.3 Avoidance, Minimization, and Mitigation Measures

As described in Section 3.8.2, the bridge's design would be intended to minimize the project's potential impact to the existing visual setting, while meeting its purpose and need. During the design phase of the project, minimization and mitigation measures would be considered. These measures would include stylistic choices and overall aesthetics of the bridge.

## **3.9 Transportation Network and Pedestrian Safety**

### 3.9.1 Existing Conditions

Long-range plans and development plans for much of Oahu emphasize the need for non-motorized transportation support systems. This proposed project would provide a facility that would be open for pedestrians and bicyclists and would be separated from the existing vehicular transportation network. It would also be accessible for those with disabilities.

At the Whitmore Avenue terminus of the proposed project, the existing roadway consists of two lanes, one lane of traffic in each direction with a mix of three-foot wide (approximately) asphalt paved and grassed shoulders. There are portions of the roadway that have concrete sidewalks in Wahiawa.<sup>8</sup> For pedestrians and bicyclists, Whitmore Avenue consists primarily of a shoulder that is either asphalt -paved or grassed, and in other areas consists of a concrete paved sidewalk. (See Figure 3-7)The pedestrian and bicycle path along Kamehameha Highway between Whitmore Avenue and Kilani Avenue consists of a narrow asphalt-paved and grassed shoulder on both sides of Kamehameha Highway (roughly 3 feet wide). Along Kamehameha Highway on Karsten Thot Bridge, pedestrians and bicyclists have a narrow sidewalk on both sides of the bridge (Figure 3-8). Beyond Karsten Thot Bridge on either approach, Kamehameha Highway offers a narrow asphalt paved and grassed shoulder for pedestrians and bicyclists on both sides of the road that may be anywhere from 3 feet wide to 6 feet wide (see Figure 3-9 ).

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<sup>8</sup> Google Earth / Google Maps. Accessed April 2020.



**Figure 3-7: Whitmore Avenue Facing Southwest, Typical Representation**



**Figure 3-8: Karston Thot Bridge, View Toward Wahiawa**



Karston Thot Bridge – Under Construction, 2016. Star-Advertiser. <https://www.staradvertiser.com/2016/02/26/breaking-news/state-completes-night-work-on-wahiawa-bridge-ahead-of-schedule/>

### **Figure 3-9: Karston Thot Bridge**

Between its intersection with Whitmore Avenue and Kilani Avenue, Kamehameha Highway is a two-lane roadway with one lane of traffic in each direction with asphalt-paved and grassed shoulders on both sides of the roadway. The widths of shoulders along Kamehameha Highway vary widely.

At its intersection with Kamehameha Highway, Kilani Avenue is a flat and level two-lane roadway with concrete paved sidewalks on both sides, which intersects each of the three Build Alternatives under consideration.

At its intersection with Kilani Avenue, Palm Street is a two-lane roadway with a shared use shoulder on one side of the roadway and an asphalt paved sidewalk on parts of the other side of the road. This is currently a T-Intersection, at the location of Wahiawa General Hospital.

At its intersection with Kilani Avenue, North Cane Street is a four-lane roadway with two lanes in each direction, and a concrete paved sidewalk on both sides of North Cane Street. Currently, a Mahalo Gas Station is located on one corner, and the Pioneer Ace Hardware store is located across Kilani Avenue.

At its intersection with Kilani Avenue, Koa Street is a two-lane roadway with a shared use shoulder on one side of the roadway and a concrete paved sidewalk on certain parts of the other side of the

roadway. Currently, the Bethel Bible Church of Wahiawa is located on one corner and the Wahiawa Tennis Courts are located where Koa Street dead-ends.

In Wahiawa, Kilani Avenue offers no shoulders for bicyclists but includes a paved sidewalk on both sides of the roadway. North Cane Street offers a shared use shoulder for bicyclists and concrete sidewalks on both sides of the road for pedestrians.

### 3.9.2 Potential Impacts

#### *No Build Alternative*

Under the No-Build Alternative, the access between Whitmore Village and Wahiawa would remain the same for pedestrians and bicyclists. There would be no improvements made to the existing City and state-owned roadway system, requiring pedestrians, bicyclists, and vehicles to continue to use their existing routes.

#### *Build Alternative*

Based upon the information presented in Chapter 2, the construction of a pedestrian/bicycle path would provide an additional transportation option for users in this area that may result in more pedestrian/bicycle usage between Whitmore Village and Wahiawa.

The proposed project would result in a new pedestrian/bicycle facility that would also be ADA-compliant to allow for an additional way for people to access places of employment, education, and commerce in Wahiawa and beyond. It should be noted that while this pedestrian/bicycle facility would be ADA-compliant, sidewalk facilities leading to and from the shared use path may not currently exist.

With the construction of the proposed project, pedestrian safety would be enhanced through the construction and availability of a dedicated pedestrian/bicycle path from Whitmore Village to Wahiawa.

### 3.9.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are being proposed for the project. The proposed project will not affect the existing roadways in the project vicinity. The configuration of the existing transportation system of both Whitmore Village and Wahiawa will not be impacted during the construction of the shared use path, and the final design of the proposed project will not result in any impacts.

## **3.10 Natural Hazards**

### 3.10.1 Existing Conditions

Generally, natural hazards in Hawaii are considered to be earthquakes, flooding, hurricanes, landslides, climate change, and tsunamis. The proposed project would introduce a new pedestrian/bicycle facility that would connect Whitmore Village to Wahiawa and would not increase or decrease the potential for any natural hazard to occur.

The project area generally experiences earthquakes at the same rate and proportion as the rest of the island and is not more or less prone to their effect. Annually, the State of Hawaii averages about 100 earthquakes of magnitude 3 or greater, ten of magnitude 4 or greater, and one of magnitude 5 or greater.<sup>9</sup> Typically, people report feeling earthquakes larger than about magnitude 3.

Climate change, while a consideration for the entire State of Hawaii, is not anticipated to be a particular concern in this location. Whitmore Village and Wahiawa are located in Central Oahu, roughly eight (8) miles from the nearest coastline at Haleiwa on the North Shore of Oahu and over eleven (11) miles from the Waianae Coast. This distance from the coastline means the project area is not in areas identified by available sea level rise exposure area maps.<sup>10</sup>

Similarly, based on the Tsunami Evacuation Zone maps prepared by the City and County of Honolulu Department of Emergency Management, the project is outside of the current tsunami evacuation zone by at least six miles.

The project area is not currently designated as a flood zone. Whitmore Village and Wahiawa are currently in Zone D, the flood insurance rate zone that corresponds to unstudied areas where flood hazards are undetermined, but possible. Hurricanes and severe storms, resulting in intense rainfall events and high winds would have the potential to affect this area similarly as the rest of Oahu. Heavy rains do have the potential to raise water levels rapidly at Lake Wilson.

Hurricanes and severe storms, resulting in intense rainfall events and high winds would have the potential to affect this area similarly as the rest of Oahu. Heavy rains do have the potential to raise water levels rapidly at Lake Wilson.

### 3.10.2 Potential Impacts

#### *No Build Alternative*

Under the No Build Alternative, there would be no changes to the existing levels of impact or anticipated impacts due to natural hazards to the area. Climate change, such as change in precipitation patterns and the frequency and degree of heavy rains may affect conditions long-term in and around Kiikii Stream and the nearby Lake Wilson.

#### *Build Alternative*

The proposed project would result in a bridge crossing from the Whitmore Village side of Kiikii Stream to the Wahiawa side of the stream. There would be no changes to the existing levels of impact or anticipated impacts due to natural hazards to the area based on the construction of the project. There would be no change to the base flood elevations in the area. Any climatic changes in this project area would not affect the proposed project compared to the No Build Alternative.

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<sup>9</sup> Hawaii Volcano Observatory (HVO). 2017.

<sup>10</sup> Pacific Islands Ocean Observing System (PacIOOS). Hawaii Sea Level Rise Viewer. <https://www.pacioos.hawaii.edu/shoreline/slr-hawaii/> Accessed April 1, 2020.

### 3.10.3 Avoidance, Minimization, and Mitigation Measures

The proposed project would not result in any changes to the existing environment that would exacerbate the effects of natural hazards or the potential for their occurrence, regardless of the alternative selected. Because the project requires the placement of structures or materials in Kiikii Stream, the appropriate modeling and consultation will be conducted to ensure that the project would not result in any change in the stream's ability to convey flow and manage high rainfall events, or result in an overall change to the base flood elevation of Kiikii Stream. Because the proposed project is a design-build project, some details regarding the overall design are not yet available.

## **3.11 Public Utilities and Infrastructure**

### 3.11.1 Existing Conditions

The areas of Whitmore Village and Wahiawa have access to general public utilities, including water, gas, cable, electric, cable, internet, and stormwater facilities. Public parks and recreational facilities are discussed previously in Section 3.7 and other public resources are discussed in Section 3.16.

### 3.11.2 Potential Impacts

#### *No Build Alternative*

Under the No-Build Alternative, public facilities and services will remain the same in Whitmore Village and Wahiawa.

#### *Build Alternative*

The proposed project would generally not affect public utilities and infrastructure. The project would provide an ancillary non-motorized access between Whitmore Village and Wahiawa. Lighting of the path would result in a slight change in the demand for electricity, but there would not be a need for additional use of any other resource. The project would not require the disturbance of any public utility for its use.

### 3.11.3 Avoidance, Minimization, and Mitigation Measures

Because the project would not result in a noticeable change in the types of public utilities and infrastructure or their availability to residents of Whitmore Village and Wahiawa there are no avoidance, minimization, or mitigation measures proposed.

## **3.12 Noise**

### 3.12.1 Existing Conditions

Noise is defined as any sound that is undesirable or interferes with normal human activities. The proposed project's existing environment consists largely of agricultural and urban land uses, and roadways that access the project area have speed limits in the range of 25-35 miles per hour.

Noise levels have not been monitored regarding the existing condition of the project area in either Whitmore Village or Wahiawa because the proposed project is not anticipated to change the existing ambient noise levels, due to the lack of motor vehicles on this facility. See Figure 3-10 below for examples of noise levels of common noise sources.

Relative Sound Level	½ as loud	Baseline			Twice as loud		Four times as loud	
Typical Sound Environment	Indoor Office	Urban Residential			Urban Commercial			
Lmax of Common Noise Sources		Washing Machine (3 ft)	Auto (50 mph at 50 ft)	Vacuum Cleaner (3 ft)	Garbage Disposal (3 ft)	Delivery Truck (50 mph at 50 ft)	Dump Truck (50 mph at 50 ft)	Blender (3 ft)
Sound Level dBA	60	65	70	75	80	85	90	
Lmax at 50 ft of Transit Noise Source		Rail Transit with a Barrier (50 mph)			Rail Transit City Bus (50 mph) (50 mph)			

*Sources: EPA 1971, EPA 1974, FTA 2006*

**Figure 3-10: Relative Noise Levels**

3.12.2 Potential Impacts

*No Build Alternative*

Under the No Build Alternative, the noise-related environment would continue as it currently exists. There would be no improvements made to the existing City-owned roadway system, and pedestrians, bicyclists, and vehicles would continue to use their existing routes.

*Build Alternative*

The proposed project will not significantly affect the existing noise environment. The proposed project would result in the construction of a non-motorized pedestrian/bicycle path through agricultural, largely unoccupied lands on the Whitmore Village side of Kiikiii Stream and continue through Wahiawa on an existing County-owned street. The presence of any additional pedestrians and/or bicyclists is not anticipated to increase noise to a level that would be discernable to the surrounding area.

For discussion regarding construction-related noise impacts, please see Section 3.17.

3.12.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization and mitigation measures are being proposed for the project. The proposed project would result in an additional non-motorized path that would not contribute to any noise-related concerns.

### 3.13 Hazardous Materials

#### 3.13.1 Existing Conditions

Agriculture has long been a land use related to the area where the project would occur on the Whitmore Village side of Kiiikii Stream, therefore fertilizer and fuel from farm equipment or abandoned vehicles may be encountered in the soils during ground disturbing activities.

According to the State of Hawaii, “Hazardous Substances” include materials and wastes that are considered severely harmful to human health and the environment, as defined by the United States Environmental Protection Agency (EPA) Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (also commonly known as “Superfund”)<sup>11</sup>.

#### 3.13.2 Potential Impacts

##### *No Build Alternative*

Under the No Build Alternative, there would be no ground-disturbing activities performed related to this proposed project, and the environment would continue as it currently exists.

##### *Build Alternative*

The proposed project will require ground-disturbing activities, including grading, grubbing, and excavation, and has the potential for soil displacement due to pile-driving or construction of other bridge support related activities. Soil contaminants from sources described in Section 3.13.1 may be encountered during these types of construction activities.

The proposed project does not pose a greater risk than any other construction project in regard to the impacts associated with the use of hazardous materials. See Section 3.17 for a discussion of construction-related solid waste, hazard waste, and materials management.

No changes in the quantity or type of hazardous materials being transported through the project area are anticipated due to the project.

#### 3.13.3 Avoidance, Minimization, and Mitigation Measures

HDOT will ensure that the Contractor is aware of key signs of soil pollution (e.g., smell, sight – sheen on soil, etc.). If hazardous materials are identified, the Contractor would be required to consolidate such soils immediately and independently of other excavated materials for individual testing and appropriate disposal upon testing results.

HDOT will work with the Contractor to ensure that all excess material from the site will be handled and disposed of properly at a solid waste permitted facility. If the project material is deemed hazardous, the Contractor will take necessary measures to dispose of the material according to federal, State and County statutes.

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<sup>11</sup> State of Hawaii. Hazard Mitigation Plan. 2018

### 3.14 Air Quality

#### 3.14.1 Existing Conditions

As required by the 1977 Clean Air Act (CAA), National Ambient Air Quality Standards (AAQS) were established by the U.S. Environmental Protection Agency (USEPA) for seven major air pollutants: carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), ozone (O<sub>3</sub>), particulate matter smaller than 10 microns (PM<sub>10</sub>), particulate matter smaller than 2.5 microns (PM<sub>2.5</sub>), sulfur oxides (SO<sub>x</sub>), and lead. Current standards for ozone and PM<sub>2.5</sub> were established in September 1997. The State of Hawaii has also established its own standards for these pollutants. Both the National and State AAQS are listed in Table 3-2.

CAA Section 107 requires the USEPA to publish a list of geographic areas that are not in compliance with the National AAQS. These areas are called non-attainment areas. Areas that have insufficient data to make a determination are unclassified and are treated as attainment areas until proven otherwise. The designation of an area is made on a pollutant-by-pollutant basis.

The State of Hawaii is designated as an attainment area for CO, ozone (O<sub>3</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub>. The State of Hawaii has four Air Monitoring Stations on the Island of Oahu, though it does not operate any stationary air monitoring sites near the project location. The closest station to the project area is #3 Pearl City, at 860 4th Street, which is located on the roof of the Leeward Health Center in a commercial, residential, and light industrial area near the Waiiau Power Plant and Pearl Harbor Naval Complex over 42,240 feet (8 miles) away from the project area. The pollutants / parameters monitored at this location are PM<sub>2.5</sub> and PM<sub>10</sub>.

**Table 3-2: National and State Ambient Air Quality Standards**

Pollutant	Standards		
	Hawaii State	Federal Primary <sup>a</sup> (Health)	Federal Secondary <sup>b</sup> (Welfare)
Carbon Monoxide (CO)			
1 Hour <sup>1</sup>	9 ppm	35 ppm	----
8 Hour <sup>1</sup>	4.4 ppm	9 ppm	----
Nitrogen Dioxide (NO <sub>2</sub> )			
1 Hour	----	0.1 ppm	----
Annual Mean	0.04 ppm	0.053 ppm	0.053 ppm
PM10 <sup>c</sup>			
24 Hour <sup>3</sup>	150 µg /m <sup>3</sup>	150 µg /m <sup>3</sup>	----
Annual (Arithmetic) <sup>2</sup>	50 µg /m <sup>3</sup>	----	----
PM2.5 <sup>d</sup>			
24 Hour <sup>5</sup>	----	35 µg /m <sup>3</sup>	35 µg /m <sup>3</sup>
Annual (Arithmetic) <sup>4</sup>	----	12 µg /m <sup>3</sup>	15 µg /m <sup>3</sup>
Ozone (O <sub>3</sub> )			
8 Hour Rolling Average	157 µg /m <sup>3</sup> (0.08 ppm)	0.07 ppm	0.07 ppm
Sulfur Dioxide (SO <sub>2</sub> )			
1 Hour	----	0.075 ppm	----
3 Hour <sup>1</sup>	0.5 ppm	----	1,300 µg /m <sup>3</sup> (0.5 ppm)
24 Hour Block Average	0.14 ppm	----	----
Annual Average	80 µg /m <sup>3</sup> (0.03 ppm)	----	----
Lead (Pb)			
3 Months (Arithmetic)	1.5 µg /m <sup>3</sup>	0.15 µg /m <sup>3</sup>	0.15 µg /m <sup>3</sup>

Source: State of Hawaii, Department of Health, Clean Air Branch – Hawaii Administrative Rules, Chapter 59. Code of Federal Regulations, Title 40, Part 50, January 2007 and EPA. <http://epa.gov/air/criteria.html>

Notes: <sup>a</sup> Designated to prevent against adverse effects on public health  
<sup>b</sup> Designated to prevent against adverse effects on public welfare, including effects on comfort, visibility, vegetation, animals, aesthetic values, and soiling and deterioration of materials.  
<sup>c</sup> Particulate matter 10 microns or less in diameter  
<sup>d</sup> Particulate matter 2.5 microns or less in diameter.  
<sup>(1)</sup> Not to be exceeded more than once per year.  
<sup>(2)</sup> Due to a lack of evidence linking health problems to long-term exposure to coarse particle pollution, the agency revoked the annual PM<sub>10</sub> standard in 2006 (effective December 17, 2006).  
<sup>(3)</sup> Not to be exceeded more than once per year on average over 3 years.  
<sup>(4)</sup> To attain this standard, the 3-year average of the weighted annual mean PM<sub>2.5</sub> concentrations from single or multiple community-oriented monitors must not exceed 15.0 µg/m<sup>3</sup>.  
<sup>(5)</sup> To attain this standard, the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 35 µg/m<sup>3</sup> (effective December 17, 2006).

**3.14.2 Potential Impacts**

*No Build Alternative*

Under the No Build Alternative, there would be no change in air quality. No facility improvements would be made to the existing City-owned roadway system, and pedestrians, bicyclists, and vehicles would continue to use their existing routes.

### *Build Alternative*

The proposed project would result in a new non-motorized path that would not alter or contribute to any air quality concerns during its use. The proposed project is not predicted to cause or exacerbate a violation of the State or National AAQS. Therefore, the Build Alternative would have similar impacts as the No Build Alternative.

For construction-related impacts to Air Quality please see Section 3.17.

#### 3.14.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization and mitigation measures are being proposed for the project due to insignificant variation of Vehicle Miles Travelled (VMT), Vehicle Hours Travelled (VHT), and vehicle mix (gasoline fueled cars versus diesel fueled trucks and buses) between the No Build and Build Alternatives. In other words, the proposed project would result in an additional non-motorized path that would not contribute to any air quality-related concerns. In addition, CO concentrations are expected to remain well within the National and State AAQS.

### **3.15 Social and Economic Conditions**

#### 3.15.1 Existing Conditions

##### *General Socio-Economic Conditions*

HDOT's Title VI Plan (2019) is designed to fulfill its responsibilities under Title VI of the Civil Rights Act of 1964, as amended, Executive Order (EO) 12898, called "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," was signed by the President of the United States on February 11, 1994. It is intended to address issues regarding Environmental Justice and other related non-discrimination regulations and directives. It directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority or low-income populations.

If minority or low-income populations are found in the project vicinity, good faith effort must be made to ensure that disproportionate and adverse impacts on low-income and minority populations are prevented, minimized, or mitigated. An example of good faith effort is additional public notification or outreach to these groups.

The federal definition of "minority" includes the following groups:

- \* Black: a person having origins in any of the black racial groups of Africa.
- \* Hispanic: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- \* Asian: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent or the Pacific Islands.
- \* American Indian or Alaskan Native (AIAN): a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- \* Native Hawaiian or Other Pacific Islander (NHOPI): a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Pursuant to EO 12898, “low-income” is defined as households with incomes at or below the U.S. Department of Health and Human Services (DHHS) poverty guidelines. The 2019 poverty guidelines for the state of Hawaii is at or below \$29,620 for a family/household of four.

The following discussion is based on selected census data, summarized in Table 3-3 and Table 3-4.

### *Population and Ethnicity*

The State of Hawaii is an unusual, but increasingly common case, where traditionally-defined “minority” populations make up the majority of the population.

The largest ethnic group in Hawaii is Asian. This group makes up 37.6% of the overall State population. Those who classify themselves as “Two or More Races” make up 24.0% of the population.

Table 3-3 exhibits demographic characteristics for the State of Hawaii, County of Honolulu (Island of Oahu), and the subdivisions of Whitmore Village and Wahiawa.

**Table 3-3: Demographic Characteristics**

	Hawaii State	Honolulu County	Wahiawa	Whitmore Village
Population	1,415,872	974,563	17,821	4,254
Ethnicity				
White	25.6%	21.7%	15.4%	4.5%
Black or African American	2.2%	2.8%	1.3%	0.8%
American Indian/Alaska Native	0.4%	0.3%	0%	0%
Asian	37.6%	43%	39.4%	70.7%
Native Hawaiian/Other Pacific Islander	10.2%	9.6%	11.8%	4.4%
Two or More Races	24.0%	22.6%	31.8%	19.35%
Age				
Under 5 Years	6.2%	6.3%	4.9%	7.7%
18 to 64 Years	75.4%	76%	42.7%	74.8%
65 or More Years	18.4%	17.7%	19.7%	14.8%

Source: U.S. Census Bureau (2019). *American Community Survey 5-year estimates*.

World Population Review. <https://worldpopulationreview.com/us-cities/whitmore-village-hi-population/>. Accessed April 2020.

The population of Whitmore Village was 4,254 and the population of Wahiawa was 17,821, or 0.016 percent of the total Oahu population.

As indicated in Table 3-3, the demographic characteristics of the residents of both areas are for the most part similar to that of the general population of Oahu and the state, except for a few variations. A significantly higher portion (70.7%) of the population in Whitmore Village is Asian than that of the State and island. The other difference is a slightly higher (11.8%) Native Hawaiian/Other Pacific islander population in Wahiawa in comparison to the island and State, as well as a notably higher population of those reporting as Two or More Races (31.8%).

*Income and Employment*

In terms of income, the proportion of persons living below the poverty line in Whitmore Village is about the same as the state and island, although Wahiawa is notably higher, as shown in Table 3-4. In Whitmore Village, 8.85% of people in the area are considered below the poverty line, while in Wahiawa that number is 14.2%. In comparison, the State was at 8.8% and the island is at 7.7%.

Table 3-4 shows the median household incomes and employment characteristics. Median household incomes in Whitmore Village and Wahiawa were lower than the median incomes for Oahu and the state.

**Table 3-4: Income and Employment Characteristics**

	Hawaii State	Honolulu County	Wahiawa	Whitmore Village
Number of Households	456,782	311,525	5,546	1,045
Median Income	\$78,084	\$82,906	\$62,987	\$73,654
Persons Below Poverty Level	8.8%	7.7%	14.2%	8.85%
Unemployed	2.7%	2.5%	5.4%	61.9%

Source: U.S. Census Bureau (2018 and 2019). *American Community Survey 5-year estimates*.

3.15.2 Potential Impacts

*No Build Alternative*

Under the No-Build Alternative, public facilities and services will remain the same in Whitmore Village and Wahiawa. Public resources, including the services of the Honolulu Police Department, the Fire Department, and other emergency services would not be anticipated to change.

*Build Alternative*

In accordance with the federal definition of “minority” (See Section 3.16.1) which includes those of Asian and Native Hawaiian/Pacific Island ancestry, the proposed project improvements would affect minority populations. Socio-economic trends illustrate a population where the household median income is lower than the median income for Oahu.

While the project is located within a “minority” community, it will not disproportionately affect the community in an adverse manner. Impacts such as noise and air will not worsen as a result of any of the Build Alternatives, and will be temporary in relation to construction activities. Benefits will include a separate non-motorized access between the two communities.

The proposed project would result in a new non-motorized path that would provide a facility that would be accessible to all non-motorized users between Whitmore Village and Wahiawa.

3.15.3 Avoidance, Minimization, and Mitigation Measures

Because the proposed project would not disproportionately affect a “minority” community, and would provide a pedestrian/bicycle facility that would be accessible to all for non-motorized users,

there are no proposed avoidance, minimization, or mitigation measures for any of the Build Alternatives.

### 3.16 Public Resources

#### 3.16.1 Existing Conditions

Whitmore Village and Wahiawa residents have access to public resources, such as medical facilities and schools. Public parks and recreational facilities are discussed previously in Section 3.7; public utilities and other infrastructure are discussed in Section 3.11. The project area also offers a variety of other services to the public, particularly in the Wahiawa area. These opportunities and services include:

#### Educational Resources

- Wahiawa Hongwanji Mission School
- Hoala School
- Iliahi Elementary School
- Leilehua High School
- Kaala Elementary School
- Wahiawa Elementary School
- Wahiawa Campus of the Waipahu Community School for Adults

#### Community Resources

- Wahiawa Public Library
- United States Postal Service
- Wahiawa Satellite City Hall
- District Court Wahiawa Division

#### Medical Facilities

- Wahiawa General Hospital
- Wahiawa Pet Hospital
- Oahu SPCA Veterinary Clinic and Animal Hospital

#### Safety and Emergency Services

- Honolulu Police Department – Wahiawa Police Station
- Honolulu Fire Department – Wahiawa Station #16
- Emergency Medical Response Services, including ambulances

#### 3.16.2 Potential Impacts

##### *No Build Alternative*

Under the No Build Alternative, public facilities and services will remain the same in Whitmore Village and Wahiawa. Public resources, including the services of the Honolulu Police Department, the Fire Department, and other emergency services would not be anticipated to change.

##### *Build Alternative*

The proposed project would allow for pedestrians and bicyclists from Whitmore Village to have a separate, non-motorized, 16-foot wide ADA compliant shared use path and 12-foot wide ADA compliant bridge to access public facilities and services located in Wahiawa.

The proposed project would generally not affect public facilities and services. The project would provide an ancillary non-motorized access between Whitmore Village and Wahiawa.

The design of any of the project would include safety features, such as lighting and fencing, to ensure that the project does not become an attractive nuisance. The proposed path would not result in any change as to how the police, fire, and other emergency response departments access locations in Whitmore Village or Wahiawa. Because the proposed project is a non-motorized facility, such emergency responders would not be able to access any emergency that may occur on the proposed bridge through vehicular means. The police may also need to conduct additional non-motorized regular patrols of the path, which could result in the need for additional police resources.

It should be noted that the proposed project could potentially impact the existing City and County parking lot, requiring acquisition of a portion of it.

### 3.16.3 Avoidance, Minimization, and Mitigation Measures

No specific avoidance, minimization or mitigation measures are being proposed for the project. The proposed project will provide both Whitmore Village pedestrians and bicyclists with a separate non-motorized alternative to access public facilities and services located in Wahiawa. Impacts to service providers would be less than significant for the service providers or to the general public, as they currently provide services to people that would seek their assistance regardless.

It is noted that a mitigation measure would include the addition of police resources for additional patrols to access the proposed bridge and accessory / nearby areas. Emergency service providers may need to develop protocols for how to respond to emergencies along the shared use path.

The selected alignment of the proposed project may minimize the potential for unwanted activities to occur along the proposed path, because the proximity to an HPD station at the Wahiawa terminus of that path would be a deterrent to criminal activities.

It was noted during the comment period that community agencies would benefit from working together to positively ensure success of the bridge. HDOT looks forward to working with those that have offered to collaborate and with other agencies in the design phase to optimize details that address community concerns.

## **3.17 Construction Impacts**

Construction impacts in general are short-term and transient in nature. Overall, operations of the area community (transportation, businesses, etc.) are considered, and all efforts will be made to ensure that disruption to their continued operations will be minimized.

### 3.17.1 Historic and Archaeological Resources

Construction activities have the potential to encounter undocumented burial and archaeological sites. As detailed in Section 3.3.3, if such a site were uncovered during construction, work would

stop in the vicinity and the appropriate authorities, including SHPD and the police, would immediately be notified. Construction would resume upon approval of the appropriate authorities.

### 3.17.2 Biological Resources

A potential impact of implementing the proposed project is likely the introduction and spread of invasive species during the construction phase. It has been recommended that the project plan and design incorporate specifications that will result in the adoption of best management practices to minimize the introduction and spread of invasive species at the construction site. These best management practices may include the following:

- All construction equipment and vehicles should arrive at the work site the first time clean and free of: any soil; plants or plant parts, including seeds; insects, including eggs; and reptiles and amphibians, including their eggs. Similarly, all construction equipment and vehicles should also be cleaned after use on the work site before leaving to another site.
- All materials imported to the project site, including gravel, soil, rock, and sand, should be free of invasive plants. Invasive species found on the stockpile should be removed either chemically or mechanically.
- Only plants grown on Oahu should be used for landscaping purposes. If locally grown plants are unavailable, then imported plants may be used, but they should be thoroughly inspected or quarantined if necessary to ensure that they are free from invasive pests such as the coconut coqui frogs (*Eleutherodactylus coqui*) and little fire ants (*Wasmannia auropunctata*), and invasive plant seeds and seedlings that could arrive inadvertently.
- Only weed-free seed mixtures should be used for hydroseeding and hydromulching on the project site. A qualified botanist should inspect the seeded areas a minimum of 60 days after the hydroseed / hydromulch is applied. Any species of plant other than those intended to be in the hydroseed / hydromulch should be removed. In particular, plant species that are not known to occur on Oahu and those that are actively being controlled on the island should be removed.

### 3.17.3 Wetland and Surface Water Resources

The primary potential for construction-phase water resource impacts would be associated with erosion and sedimentation associated with the project's earth disturbing activities and stormwater runoff. The proposed project may also involve in-water placement of pier(s), which requires additional permitting and mitigation requirements.

#### *Land-Based Stormwater Impacts*

During construction, best management practices (BMPs) would be implemented to prevent debris and polluted runoff from reaching streams or other natural waters. Storm water runoff and erosion during project construction and landscaping would be mitigated through the use of construction BMPs established and permitted before work begins. The Contractor will obtain a Notice of General Permit Coverage (NGPC) from the HDOH as part of the National Pollutant Discharge Elimination System (NPDES) program. Generally accepted BMPs such as the following would be used:

- Work area isolation devices, such as diversion dams;
- Perimeter controls and sediment barriers, such as silt fences;
- Minimizing disturbance area;
- Excavated/Stockpiled material protection, including the covering of stockpiles;
- Storm drain inlet and catch basin protection devices will be installed;
- Proper waste management will occur, including separation of recyclable material; and
- Regarding Kiikii Stream, the proposed project would implement various measures.

#### *Potential Impacts from In-Water Activities*

During construction, best management practices (BMPs) would be implemented to prevent debris and polluted runoff from the work area. The proposed project would not ultimately alter the existing drainage patterns of the area. A construction stormwater NPDES permit would be acquired, and if needed an NPDES permit for dewatering activities would be acquired, as noted in Section 2.6

The construction of pier(s) in Kiikii Stream would result in the potential for in-water work to introduce pollutants into the waterbody. In-water work would employ agency-approved BMPs to minimize the potential for water quality impacts to Kiikii Stream.

#### 3.17.4 Noise

Construction activities would involve heavy machinery and vehicles that at times may exceed the maximum levels allowed by Community Noise Control regulations for daytime within Class C Zoning Districts (agriculturally zoned areas or similar). A Community Noise Permit would be required, and the Contractor will be required to comply with Community Noise regulations.

Construction for any of the Build Alternatives would involve the use of heavy machinery that may cause temporary noise impacts to adjacent noise sensitive land uses. Table 3-5 presents a range of noise levels for various construction equipment anticipated to be used during construction of the proposed project. Equipment noise levels vary depending on the make and model of the equipment, the operation being performed, the condition of the equipment, and other variables. The noise levels listed are based on published measurement taken at a distance of 50 feet from the equipment.

**Table 3-5: Construction Equipment Noise Levels**

Equipment	Decibels	Equipment	Decibels (dBA)		
Standard Construction Equipment		Light Impact Equipment			
Truck	75 - 90	Jack Hammer	81 - 98		
Saw	72 - 81	Jumping Jack	81 - 97		
Light Tower	62 - 72	Heavy Impact Equipment			
Cold Planer	79 - 88				
Paving Machine	86 - 88			Hoe rams	95 - 106
Roller	63 - 70			Vibratory Sheetpile driver	90 - 100
Striping machine	75 - 86				
Concrete Truck	75 - 88				
Backhoe/Loader	72 - 83				
Compressor	74 - 87				
Generator	71 - 82				
Crane	75 - 87				

Since HDOH maintains community noise control standards (HAR Section 11-46) that apply to construction noise, these specifications would be followed. A Community Noise Permit would be obtained for construction activities performed during standard work hours (Monday through Friday 7:00 a.m. through 6:00 p.m. and Saturday 9:00 a.m. through 6:00 p.m., and holidays).

If nighttime, weekend, or holiday work is determined to be necessary, a Community Noise Variance would be obtained by the Contractor.

### 3.17.5 Air Quality

Air quality impacts during construction generally consist of fugitive dust and mobile source emissions from construction equipment.

Fugitive dust is airborne particulate matter, of usually large particle size, generated by construction vehicles operating around construction sites and from material blown from uncovered haul trucks, stockpiles, and exposed areas. The emission rate for fugitive dust emissions from construction activities is difficult to estimate accurately because its generation varies greatly depending upon the type of soil, the amount and type of dirt-disturbing activity, the moisture content of exposed soil, and wind speed. Frequent watering would control fugitive dust at construction sites. In addition, wind screens may be used in areas near residences and commercial districts, as well as limiting the areas of disturbance at any given time. Landscaping would be re-established as early as possible to limit fugitive dust. To prevent haul trucks from tracking dirt onto paved streets, tire washing, or road cleaning may be appropriate. State regulations further stipulate that open-bodied trucks be covered at all times when in motion if they are transporting wind-erodible materials.

### 3.17.6 Solid Waste Management and Hazardous Waste and Materials

As stated in Section 3.13, hazardous materials contamination may be uncovered during construction and soil disturbing activities. A Phase I ESA may be required depending on the final design of the proposed project.

During construction personnel should be alert for signs of potential petroleum contamination when soil is excavated. If contamination were identified during construction, the contractor would report

it immediately to HDOT. Handling of hazardous materials and possible site remediation would be performed in accordance with applicable State and federal laws, specifying the handling, treatment, and disposal of contaminated materials.

Good housekeeping BMPs would be required of the contractor, such as ensuring that:

- All waste materials be collected and stored in securely lidded dumpsters that are emptied before becoming overly full and not buried on site;
- Materials stored on-site be stored in a neat, orderly manner in appropriate containers (i.e., per manufacturer recommendations);
- All on-site vehicles be monitored for leaks and receive regular preventive maintenance to reduce the chance of leakage;
- A spill cleanup kit be located on-site where petroleum products, paints, or other hazardous materials are stored; and
- All sanitary waste generated during the construction phase be collected from portable units as required and directed to a HDOH-permitted treatment facility.

### **3.18 Relationship of Short-Term Uses and Long-Term Productivity**

Construction of the proposed project would have short-term effects on the environment as described in this section. These effects would end with the completion of construction. The proposed project would improve the transportation system as described in Section 1.2.

The proposed project does not exclude future options, narrow the range of beneficial uses of the environment, or pose long-term risks to health and safety. The project would provide a non-motorized shared use bicycle/pedestrian facility that would benefit the accessibility between Whitmore Village and Wahiawa for those users, as well as being accessible to those with disabilities.

### **3.19 Consistency with Government Plans, Policies, and Controls**

This section describes the project's consistency with government plans, policies, and controls.

#### 3.19.1 State of Hawaii Plans and Controls

##### *Hawaii 2050 Sustainability Plan*

The Hawaii 2050 Sustainability Plan, January 2008 (Hawaii State Plan), serves as a guide for the future long-range development of the State. The State Plan promotes the growth and diversification of the State's economy, the protection of the physical environment, the provision of public facilities, and the promotion of and assistance to socio-cultural advancement.

The project is consistent with the Hawaii State Plan's Goal 4 "Community and Social Well-Being", Strategic Action 2 "Improve public transportation infrastructure and alternatives." This action specifically states, "Increase and improve bicycle and pedestrian facilities, including multi-use pathways."

### *Hawaii State Plan Transportation Functional Plan*

The Hawaii State Plan Transportation Functional Plan (Transportation Functional Plan), 1991, compliments the Hawaii State Plan by detailing how Hawaii can meet the goals set forth in the Hawaii State Plan with regards to transportation. Since the Transportation Functional Plan is dated, many of the specific actions have already been completed. However, this project supports the overall Policy I.C.5, “Provide for a viable Bikeway program”, and its Implementing Action I.C.5.a, “Review, upgrade and implement the bikeway program. Support biking initiatives and biking safety.”

Other provisions of Hawaii Revised Statutes (HRS) § 226 that apply to the proposed project area are presented below:

#### HRS § 226-5 Objective and policies for population

The proposed project would not induce development or population growth in the Whitmore Village or Wahiawa communities. The project would provide a non-motorized linkage between the two communities, and afford a new access to the Wahiawa Transit Center to allow Whitmore Village residents a new option of accessing that facility, from which they are able to access multiple other points on Oahu. There is no anticipated change in population in either community due to the construction of the proposed project.

#### HRS § 226-11 Objectives and policies for the physical environment – land-based, shoreline, and marine resources

The proposed project does not include any shoreline- or marine-related work. The land based work would occur in areas that have largely already been disturbed. There are no fragile resources in the project area, water- or land-related; there is no protected habitat for flora or fauna in the area and no threatened or endangered species were identified as permanently residing in the project vicinity. The bridge landing areas on both the Whitmore Village and Wahiawa side of the proposed project would be designed to minimize their impact on the area and best management practices would be implemented during construction activities to minimize the potential for impacts to the surrounding area while the proposed project is built.

#### HRS § 226-13 Objectives and policies for the physical environment – land, air, and water quality

The proposed project would implement appropriate design standards to minimize impacts to the surrounding environment. The project would implement appropriate measures during construction and incorporate measures into the overall design of the project to mitigate and minimize the potential for impacts to Kii Stream, and the surrounding lands in the project’s vicinity. The project would not result in any long-term noise or air quality concerns, as it is a non-motorized facility; construction impacts would be short-term and mitigated to the extent possible to ensure the least disruption to the surrounding communities as possible. The project would not exacerbate any threats from existing natural hazards and / or disasters (see Section 3.10). The proposed project is intended to provide an alternative access between Whitmore Village and Wahiawa that is accessible to all.

### HRS § 226-108 Sustainability Priority Guidelines

The proposed project would provide an alternative route that would encourage walking and biking as methods of accessing Wahiawa and Wahiawa Transit Center from Whitmore Village. The project would not require a substantial taking or rezoning of land in the area, and would have a relatively small footprint once constructed. The project would support a shift from single-occupant vehicles towards alternative modes of transportation.

### HRS § 226-109 Climate change adaptation priority guidelines

The proposed project is not in an area that would be considered particularly vulnerable to climate change and its effects. While storms and their strength / impacts may change, the project is not in a tidally influenced area, is not especially subject to erosion, and is not within a conservation district. The project has performed an Archaeological Inventory Survey and a Cultural Impact Assessment – both of these documents have been updated and revised, as they were ‘Draft’ versions included in the Draft EA for the project, and are now being submitted as ‘Final’ versions with this Final EA. The State of Hawaii Department of Transportation also coordinates with various other State and County agencies to work toward creating a more sustainable Hawaii.

### *Hawaii State Land Use Districts*

The State Land Use Commission (SLUC), under the authority granted in HRS Chapter 205, regulates land use through classification of State lands into four districts: Urban, Agriculture, Conservation, and Rural. The intent of the land classification is to accommodate growth and development while retaining the natural and agricultural resources of the State. Each district has specific land use objectives and development constraints.

All Build Alternatives occur within land designated as Agriculture on the Whitmore Village side of Kiikii Stream, and land designated as Urban on the Wahiawa side of the stream (See Figure 3-11 below). The project does not propose to use any Conservation district lands.



section, and is designated as “urban fringe”, with surrounding area of this section designated as “rural”.

Regional and community plans for Whitmore Village and Wahiawa describe the community’s long-term vision for transportation, which includes emphasizing non-motorized modes of travel.

#### *Proposed 2016 Central Oahu Sustainable Communities Plan*

The *Proposed 2016 Central Oahu Sustainable Communities Plan* is intended to be a plan that takes into account various factors, including population, the economy, land use, public facilities and resources, projected growth and expansion, and how these factors will change the existing environment in the future. A key element of the plan’s “Vision to (Year) 2015” is “Design communities to reduce automobile usage ... by providing easy access to transit ... and guiding development to encourage people to walk and bike.”

#### *Oahu Regional Transportation Plan*

The Oahu Regional Transportation Plan 2040 (ORTP), dated April 2016, identifies the major land transportation improvements needed by the year 2040. The recommendations of the ORTP represent those projects needed to support anticipated growth and development on the Island of Oahu. The proposed project is consistent with the overall implementation of elements of pedestrian / bicycle facilities in the ORTP, noted as Congestion Mitigation Projects.

#### *2019 Central Oahu Transportation Study*

The *2019 Central Oahu Transportation Study* assessed the transportation needs of the region and identified key transportation system improvements, strategies, and policies that were noted as potentially being able to improve the regional transportation mobility and access of the area in a sustainable way. The plan identifies three goals as a result of community meetings that date back to 2016: (1) Reduce congestion experienced by travelers in Central Oahu, (2) Create easy access to the Honolulu Authority for Rapid Transit (HART) rail system, and (3) Create a multimodal system in Central Oahu.

Also, the proposed project is included in the study as the following:

- Project 801: New off-street bicycle and pedestrian connections to schools, parks and transit (Kilani Avenue, Anoni Street, California Avenue, Rose, Street, Whitmore Avenue, and Ilihia Avenue)
- Project 802: New pedestrian and bicycle bridge connecting Wahiawa and Whitmore Village

#### *Oahu Bike Plan*

The *Oahu Bike Plan, 2019 Update*, is meant to guide the continued growth of bicycling as a safe, convenient, affordable, healthy, and fun transportation option for the residents of the island. This document identifies key programs and policies that support bicycling and are noted as being critical to increasing bicycling ridership and building a culture of bicycling.

### 3.20 Secondary and Cumulative Impacts

Secondary, or indirect, impacts are defined as “effects which are caused by the [proposed] action and are later in time or further removed in distance, but are still reasonably foreseeable. Indirect effect may include growth-inducing effects and other effects related to changes in the pattern of land use, population density, or growth rate...”

A cumulative impact occurs when two or more individual effects taken together are either substantial or they compound or increase other environmental impacts. Thus, cumulative impacts can result from an action that is individually limited but cumulatively has considerable effect upon the environment when added to other individually minor, but collectively significant, actions taking place over time. Hence, a cumulative impact would occur when the incremental environmental effects of the proposed project added to other past, present, and reasonably foreseeable future actions result in substantial significant impacts.

#### 3.20.1 Potential Secondary Impacts

As described in Section 3.19, the proposed project is consistent with the regional and long range plans. It would not induce secondary impacts separate from the planned development nor would it result in commitments to implement other projects or result in significant change to how the surrounding community would develop. While the shared use path may link with future elements of the Central Oahu network, the proposed project is a complete, independent project, with logical termini, that does not rely on other projects or commit other agencies to future projects in order to meet the proposed project’s objectives. The proposed project is not expected to cause any adverse secondary impacts on traffic as it does not increase the volumes of vehicles. On the contrary, people may choose to use the bridge to access Wahiawa from Whitmore Village instead of driving and thereby potentially reducing the vehicular traffic in the area. The project would not induce development of the area or lead to population growth as a direct result of its construction.

#### 3.20.2 Potential Cumulative Impacts

Cumulative impacts are impacts on the environment resulting from projects when added to past, present, and reasonably foreseeable future actions. Reasonably foreseeable actions surrounding project area are provided in the section below.

##### *Present and Reasonably Foreseeable Actions*

The Food Hub and shoulder bikeway and pedestrian improvements identified in The Oahu Bike Plan are two reasonably foreseeable actions or plans to near the proposed project.

The Food Hub has the goal of, “...revitalize our local agricultural industry by bringing farmers and the state together to increase local food production, and create jobs.” The “program” for this project consists of retaining current assets from the previous operation facility, constructing a pathology greenhouse as part of a larger agricultural research strategy, and then integrating all aspects of the Food Hub in phases.

Phase I is envisioned to include the construction of: research facilities including a research greenhouse and office space, warehouse building(s), and a tenant food production facility and food producer. Phase I will also include an open space farmer’s market. In Phase II, there is adequate

area on the project site for expanding the Food Hub. Phase II may also include room for agricultural workforce rental housing (to be developed by others).<sup>12</sup>

The development of this Food Hub may result in increased demand for access to Whitmore Village from Wahiawa and, with workforce rental housing development, could also result in increased demand to access Wahiawa from Whitmore Village. The proposed project would support accessibility between these areas and provide an additional option for non-motorized users.

The Oahu Bike Plan has shoulder bikeways planned for Kamehameha Highway from Haleiwa Bypass to Kilani Avenue and along Whitmore Avenue from Kamehameha Highway to Naval Communications System (NCS) Wahiawa. The creation of these bikeways would assist in creating a bicycle-friendly system throughout the Whitmore Village and Wahiawa area. The proposed project would assist in creating greater connectivity for this system, while also providing a pedestrian-friendly facility.

HDOT has plans, under a separate project, to construct 5 wide sidewalks along Whitmore Avenue, from Uakanikoo Street to Ihiihi Avenue. This could encourage more pedestrian based travel in Whitmore Village, and the proposed project would support that by providing additional connectivity to Wahiawa.

### *Cumulative Summary*

From a cumulative perspective, the project is beneficial to the communities of Whitmore Village and Wahiawa because it is complimentary and would enhance the future actions that have been identified. Should the project proceed to construction, the proposed shared use facility would serve as another pedestrian and bicycle link between other planned pedestrian and bicycle improvements. Additionally, the proposed project would facilitate access to planned development with potential to even mitigate the increased demands for access.

Other potential cumulative impacts resulting from identified future projects and creating an additional non-motorized access between Whitmore Village and Wahiawa are primarily construction-related. Other State, City, and Food Hub development projects being implemented and programmed in the immediate future may involve similar construction-related impacts.

Since these effects are construction-related, the cumulative impact of them is not expected to be significant because they would be short term and not create adverse impacts on the environment. Appropriate Best Management Practices would be incorporated to minimize impacts, construction plans would be reviewed by agencies as part of the normal design review, and the contractor would need to meet all pertinent State and City requirements concerning construction activities.

### **3.21 Unresolved Issues**

The project is a design-build project, and therefore the final design of the bridge has not been selected. Such unresolved items could include the following:

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<sup>12</sup> Agribusiness Development Corporation.  
<https://www.arcgis.com/apps/Cascade/index.html?appid=b6ab33a14ba141f89e2e5ee484792134>. Accessed April 2020.

- Land acquisitions / easements have not been negotiated. The area needed from any particular parcel will depend on the selected final design of the bridge. HDOT will coordinate with affected landowners as appropriate. Details regarding land use can be found in Section 3.2.
- As discussed in Section 2.6, some permits and approvals have not been obtained. These will be obtained by the Contractor who is awarded the design-build contract, as details of the project design are required for these applications and submissions.
- Consultation with SHPD is ongoing and any necessary mitigation measures will be determined appropriately. The Draft Archaeological Inventory Survey (AIS), included in Appendix B, and the request for HRS Chapter 6E-8 review by SHPD are being submitted concurrently with the publication of this EA. Please see Section 3.3 for discussion regarding the AIS for this project. The assignment of appropriate State Inventory of Historic Places (SIHP) numbers, as noted in the attached Draft AIS, will also need to be finalized prior to construction.
- A Cultural Impact Assessment (CIA) that was prepared for this project is included in Appendix C of this EA and further discussion is included in Section 3.4. The completion of the CIA has been constrained by the social distancing requirements of the Coronavirus pandemic. The Draft CIA, to the extent that it has been completed for public consideration and meets the intended Chapter 343 and HAR 11-200.1 goals of identifying impacts to cultural practices, is referenced in this Draft EA as appropriate. It is anticipated that a Final CIA will be completed for inclusion in the Final EA.
- As noted in Section 3.4 and Section 3.8, there is the potential for indirect visual impacts to the viewshed at Kukaniloko Birthstone State Monument. However, because the project is proposed as a design-build project, the impacts or efficacy of avoidance measures may not be confirmed until the final design of the bridge is completed after the completion of the Final EA.

HDOT will continue to coordinate with the community to resolve, and if needed, develop mitigations to address these issues throughout the design process. If design details differ substantively from the action proposed in this document, additional environmental review may be required after the completion of this Final EA.

## **CHAPTER 4. COMMENTS AND COORDINATION**

This chapter summarizes public and agency consultation and coordination activities associated with this project that have been conducted to date. Project pre-assessment consultation and coordination activities included meetings and correspondence with government agencies, and the affected communities.

### **4.1 Agency and Stakeholder Consultation**

On February 18, 2020; the following agencies, elected officials, and other organizations were contacted by letter, and were asked if they were aware of any environmental or social issue associated with the proposed project. They were also invited to attend a public informational meeting on February 26, 2020 at Helemano Elementary School (See Section 4.2). A list of recipients is provided below and an asterisk appears next to those entities that responded to the letter. A copy of the responses is provided in Appendix A. The responses helped inform the preparation of this EA.

#### **Federal Agencies**

- U.S. Department of Homeland Security
- U.S. Environmental Protection Agency
- U.S. Department of the Interior Fish and Wildlife Service\* (USFWS)
- U.S. Department of Agriculture National Resource Conservation Service
- U.S. Housing and Urban Development Honolulu Field Office
- U.S. Department of Commerce National Oceanic and Atmospheric Administration National Marine Fisheries Service
- U.S. Department of the Navy Pacific Division Naval Facilities Engineering Command\*
- U.S. Geological Survey Water Resources Division
- U.S. Geological Survey Pacific Island Water Science Center

#### **State of Hawaii Agencies**

- Department of Accounting and General Services\*
- Department of Agriculture
- Department of Budget and Finance
- Department of Business Economic Development and Tourism, Office of Planning\*
- Department of Business Economic Development and Tourism, Coastal Zone Management Program
- Department of Defense, Civil Defense\*
- Department of Education\*
- Department of Hawaiian Home Lands
- Department of Health, Environmental Health Administration
- Department of Health, Clean Water Branch

- Department of Health, Hazard Evaluation and Emergency Response Office
- Department of Health, Indoor and Radiological Health Branch
- Department of Land and Natural Resources, Commission on Water Resource Management
- Department of Land and Natural Resources, Division of Aquatic Resources
- Department of Land and Natural Resources (DLNR), Division of Forestry and Wildlife\*
- Office of Hawaiian Affairs\*
- Hawaii State Library, Main Branch

#### **City and County of Honolulu Agencies**

- Board of Water Supply\*
- Department of Design and Construction\*
- Department of Community Services\*
- Department of Emergency Management
- Emergency Services Department, Emergency Medical Services Division
- Department of Environmental Services
- Department of Facility Maintenance\*
- Department of Parks and Recreation
- Department Planning and Permitting
- Department of Transportation Services\*
- Office of Economic Development
- Honolulu City Council
- Honolulu Fire Department

- Honolulu Police Department
- Honolulu Authority for Rapid Transportation
- City and County of Honolulu, Neighborhood Boards Commission Office

#### **Elected Officials**

- Honorable Mazie Hirono, U.S. Senator
- Honorable Brian Schatz, U.S. Senator
- Honorable Ronald Kouchi, State Senate, President
- Honorable Donovan M. Dela Cruz, State Senator, District 22
- Honorable Scott Saiki, State House of Representatives, Speaker of the House
- Honorable Amy A. Perruso, State House of Representatives, District 46
- Mayor Kirk Caldwell, City and County of Honolulu

#### **Neighborhood Boards**

- Wahiawa Neighborhood Board, No. 26

#### **Utilities**

- The Gas Company\*
- Hawaiian Telecommunications, Inc.\*
- Spectrum
- Hawaiian Electric Company
- Sandwich Isles Communications

#### **Community and Other Organizations**

- Helemano Elementary School
- Wahiawa Elementary School
- Kaala Elementary School
- Wheeler Elementary School

- Hoala School
- Leilehua High School
- Trinity Lutheran School
- Wahiawa Middle School
- Wahiawa Community and Business Association
- Wahiawa Community Based Development Organization
- Sustainable Hawaii
- Alii Turf
- Wahiawa Industrial Center
- Agribusiness Development Corporation
- Chamber of Commerce of Hawaii
- Associations of Hawaiian Civic Clubs
- Sierra Club
- Honolulu Freight Service
- Oahu Metropolitan Planning Organization
- Polynesian Hospitality
- Outdoor Circle
- KAHEA
- Honolulu Civil Beat
- Honolulu Star-Advertiser

Thirty-eight written responses (from the general public, agencies, and organizations) were received in response to the request for pre-assessment consultation. Copies of this correspondence are provided in Appendix A. Copies of correspondence specific to regulatory matters are also provided in Appendix A.

## **4.2 Public Involvement Activities**

Public involvement activities for the proposed project have so far included a pre-assessment public information meeting and two HDOT project websites that hosted a community-wide survey and remained available with updated information regarding the project, as it became available. Details of each activity and information gathered from them is provided in the subsequent sections.

### 4.2.1 Pre-Draft EA Public Scoping Meeting

A public information meeting was held on Wednesday, February 26, 2020 at Helemano Elementary School's cafeteria at 6:00 p.m. Media announcements were made on the local news television station (KHON2), via posting on HDOT's website, and placement of a legal notice in the local news print newspaper, the Star-Advertiser, on Sunday, February 16, 2020 to notify interested parties of the meeting.

At the public informational meeting, attendees expressed concerns about the project. These concerns consisted of:

- The new pedestrian/bicycle path has the potential to be used primarily by drug users and homeless that are already in the area along Kamehameha Highway, thereby creating an unsafe environment for the general public.

- The new pedestrian/bicycle path was proposed approximately 30 years ago by the community, since then the needs of the community have changed, making the need for a bicycle/pedestrian bridge obsolete.
- The community has more critical needs such as rehabilitation and repair of the existing infrastructure, additional law enforcement against homelessness and theft, and overall “cleaning up” in the Wahiawa area.

Written comments received from the meeting and a full transcript is provided in Appendix A.

#### 4.2.2 Project Website/Community Survey

Based on the feedback from the Pre-Draft EA Public Scoping Meeting, HDOT prepared an online survey to gauge whether comments received at the public meeting represent community sentiment and to allow for increased public participation. Postcards inviting recipients to participate in the survey were mailed to 4,142 residences in the project area on March 6th. The online survey was live from March 6-20 and was accessible through the two HDOT websites listed below:

- <https://hidot.hawaii.gov/presentations/>
- <https://hidot.granicusideas.com/projects/wahiawa-pedestrian-bridge-project>

The survey asked six questions regarding the respondent’s thoughts on the proposed pedestrian/bicyclist bridge project:

- Support the construction of a pedestrian/bicycle bridge over Kiikii Stream from Whitmore Village to Wahiawa Town.
- Preference of the three possible alignments for the pedestrian/bicycle bridge or none at all.
- Would you personally use a pedestrian/bicycle bridge over Kiikii Stream from Whitmore Village to Wahiawa Town?
- Do you know of other people who may use a pedestrian/bicycle bridge over Kiikii Stream from Whitmore Village to Wahiawa Town?
- Residence – Whitmore Village, Wahiawa Town, Other.
- Length of Residency.

HDOT sent survey requests to 4,142 households in Whitmore Village and Wahiawa out of which a total of 345 responses were received as of March 21, 2020. The results of the community survey revealed the following<sup>13</sup>:

- Twenty-two percent of the survey responses were from Whitmore Village residents, 72% of respondents were Wahiawa residents, and 6% resided elsewhere.
- When asked whether the respondent would personally use the proposed shared use path – 36% responded affirmatively, while 53% indicated that they would not.

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<sup>13</sup> While every effort has been made to limit participants to a single survey response. Owners of multiple electronic devices could have submitted one survey per device.

- When asked whether the respondent knows of other people who may use the proposed shared use path, 43% of those surveyed indicated that they knew of others who may use the proposed shared use path, while 46% indicated that they did not.
- When asked if the respondent supported the construction of a pedestrian/bicycle bridge over Kiikii Stream from Whitmore Village to Wahiawa Town, 49% strongly or somewhat supported the project while 34% strongly or somewhat opposed the project; 17% were neutral or declined to answer.

The responses to the survey provides important feedback. It suggests that the perspectives presented at the public meeting described in Section 4.2.1 of the Final EA do not represent all of the community. There are indeed portions of the community that intend to use and/or would support a separate non-motorized and accessible facility for pedestrians and bicyclists.

### **4.3 Draft Environmental Assessment**

The proposed project's Draft EA was announced in the May 23, 2020 edition of The Environmental Notice, initiating the 30-day public comment period that concluded on June 22, 2020. Copies of the Draft EA were sent to the Wahiawa Public Library and Hawaii State Public Library.

At the request of the Wahiawa Neighborhood Board, officials from HDOT appeared at the Wahiawa Neighborhood Board Meeting on June 15, 2020 to provide information and answer questions regarding the proposed project during the public comment period.

One hundred seventy nine stakeholders or agencies submitted written comments on the Draft EA via e-mail or letters during the 30-day comment period. Comments on the Draft EA that were not written or were submitted after June 22, 2020 were not considered as allowed by State regulations (HAR §11-200.1-20). In addition to the stakeholder or agency comment letters, HDOT received two petitions – one in favor and one in opposition of the proposed project.

The following agencies and stakeholders provided comment on the Draft EA within the comment period:

#### **Federal Agencies**

- Department of the Navy, Pacific Division, Naval Facilities Engineering Command, Captain
- Department of the Navy, Pacific Division, Naval Facilities Engineering Command, Commander

#### **State of Hawaii Agencies or Institutions**

- Department of Accounting and General Services
- Department of Business Economic Development and Tourism, Office of Planning
- Department of Education
- Leeward Community College

#### **City and County of Honolulu Agencies**

- Board of Water Supply
- Department of Transportation Services
- Honolulu Fire Department

- Honolulu Police Department

#### **Neighborhood Boards, Elected Officials**

- Ewa Neighborhood Board
- State House of Representatives, District 46, Amy Perruso
- Wahiawa Neighborhood Board

#### **Businesses, Organizations and Community Groups**

- Bello's Millwork
- Bikeshare Hawaii
- Healing Center
- Kalei Inn, Ph.D. and Associates
- League of American Bicyclists
- Leilehua Alumni and Community Association
- Leilehua Alumni and Community Association, President
- Luria Law Firm
- Sierra Club of Hawaii
- Soto Mission of Hawaii
- Wahiawa Community and Business Development Association, President
- Wahiawa Community and Business Development Association, (Petition providing reasons for project support)
- Wahiawa General Hospital
- Waihi Farms

#### **Individual Parties**

- Aida Arik
- Alan Fong
- Alisa Au
- Allan Nagata
- Anita DiMauro
- Annette Kakazu
- Anthony Jacang
- Anthony Sedillo
- Anu Hittle
- Ariana Namakalohi
- Arlene and Eddie Ramos
- Arlene McCormack
- Banner Fanene
- Benjamin (Buddy) Bess
- Bernard Doria
- Bev Harbin
- Bill and Heidi Wise
- Bob Bengtson
- Brian Clarke
- Brian Moroiki

- Bridget Velasco
- Carole Komura
- Carl Takamura
- Catherine Lo
- Chad Taniguchi
- Charles Sexton
- Chelsea Stillman
- Cheryl Soon
- Chocobunnyears
- Chris Antonio
- Christine Watanabe
- Christopher Tipton
- Craig Thomas
- Cynthia Frazer
- Cynthia Shizuma
- Dabney Gough
- Dan Nakasone
- Dana Oxiles
- Daphne Manago
- Dave Hurley
- David Forman
- David Young
- Dean Masai
- Debbie Luning
- Devin Oishi
- Don Eovino
- Donna Hanson
- Dorothy Sunio
- Duncan Osorio
- Eric McCutcheon
- Everett Jellinek
- Frank Kimitch
- Frank Smith
- Gayle Hendrick
- Geraldine Aranaydo
- Grace Zheng
- Greg Young
- Gregory Gibbons
- Gretchen Savage
- Gwen Sinclair
- Hartson Doak
- Heidi
- Herbert Lau
- Howard Green

- Ian Colte
- Ira Fujisaki
- Jason DeMarco
- Jean MacMillan
- Jessica Gasiorek
- Jennifer Yamanuha
- Joe and Yong Nonies
- Jon Yap
- John Goody
- John Miller
- John Reppun
- Jonathan Osorio
- Jules Hummon
- Julie Wo
- June Sugakawa
- Juvielyn Figueroa
- Karen Helmeyer
- Keikilani Marcos
- Kekailoa Perry
- Keoni Ahlo
- Kimberly Sanchez
- Kimberly Sanchez (Petition to Oppose Project)
- Lawrence Friedman
- Lil Bear 098
- Linda Chiu
- Lisa Tojo
- Lita Inouye
- Lori McCarney
- Lynn Murata
- Mahlon Moore
- Marcelle Arakaki
- Marcia Zina Manger and Dennis E Aurbrey
- Manifest Health
- Marry Anne Ware
- Mary Jane Bruening
- Masataka Hoshino
- Maureen Finnegan
- Mel Nakahata
- Melenmar1
- Melissa LosBanos
- Mike Manago
- Mike Packard
- Nahoku Ahlo
- Nancy M Billings

- Nicholas Manago
- Nicky Davidson
- Paige Ahlo
- Pat Suzuki
- Patricia Johnson
- Patricia Neils
- Paul Soriano
- Poni Askew
- Pricilla Rodriguez
- Ralph Nakama
- Ramona Kaiulani Kauahi
- Randy Ching
- Rick Davidson
- Rob Hauff
- Robert Moses
- Robert Wo
- Roger Au
- Roger Debreceny
- Ron Kodama
- Russell Ogawa
- Ryan Roth
- Sarah Miyataki
- Sarah Puhr
- Sharleen Andrade
- Sheila Gage
- Sonny Lapenia
- Stanton Lum
- Stephanie VanDuser
- Sterling Wong
- Susan Essoyan
- Suzanne Demars Canevari
- Suzukis 002
- Ted Adres
- Theresa Taylor
- Therese Argoud
- Thomas German
- Tiari Ventura
- Todd Taniguchi
- Tracey Scott
- Travis Schmidt
- Tray Spilker
- Trudy Horimoto
- Warren Hayama
- William Schwab

- Yun Yi

The Hawaii Administrative Rules governing public review and response requirements for draft environmental assessments require that proposing agencies respond to all substantive comments (HAR §11-200.1-20 (d) (1)) received. The determination on whether a comment is substantive is left to the proposing agency to consider the comment's "validity, significance, and relevance of the comment to the scope, analysis, or process of the EA, bearing in mind the purpose of this chapter and chapter 343 HRS" (HAR §11-200.1-20 (d)). Essentially, substantive comments do one or more of the following:

- Provides insight or questions, with a reasonable basis, on the accuracy or adequacy of the information and/or the analysis within the Draft EA;
- Provides insight, questions, or presents reasonable alternatives other than those presented in the Draft EA that meet the purpose and need of the action and addresses important issues;
- Provides insight or questions, with a reasonable basis, the merits of an alternative or alternatives;
- Causes changes or revisions to the proposed action;
- Provides insight or questions, with a reasonable basis, the adequacy of the planning process itself.

Conversely, basic expressions of personal opinions or preferences that are not relevant to the adequacy or accuracy of the Draft EA (including petitions lacking substantive information) or represent commentary regarding agency resource management not relevant to the project are considered non-substantive.

A systematic process was undertaken to carefully review each comment to catalogue them by major topic. When non-substantive comments appeared next to substantive comments, for example - "I oppose this project. I am concerned that it will cause an increase in crime." The non-substantive portion of the comment was simply treated as an expression, and categorized with the substantive portion of the comment as a whole, given the purpose and objective of the 343 statute. When appropriate, comments were categorized into more specific sub-topics. Under major topic or sub-topic there is a short statement summarizing the issue raised, followed by a list of all commenters who raised the same or similar issue. HDOT's response to the public comment is provided.

Copies of comment letters and emails and HDOT's responses are provided in Appendix E.

Some of the comments received were considered and incorporated into this Final EA where appropriate. HDOT considered all comments received in its determination of whether or not the project will have a "significant impact" (see Chapter 5).

## CHAPTER 5. FINDING OF NO SIGNIFICANT IMPACT

In accordance with HRS Chapter 343 and Hawaii Administrative Rules (HAR), Section 11-200.1-19, HDOT is issuing a Finding of No Significant Impact (FONSI) for the proposed project. This assessment is based on an evaluation of project impacts in relation to the “Significance Criteria” specified in HAR 11200.1-13. The Significance Criteria appear below in italics, followed by a discussion of the project in relation to the specific criterion. The nature of the project’s potential impacts is discussed in detail in Chapter 3.

1. *Irrevocably commit a natural, cultural, or historic resource* – The proposed project would not cause any loss or destruction of natural, cultural, or historic resources. As described in Section 3.3, Section 3.4, and Section 3.5, the Archaeological Inventory Survey, the Cultural Impact Assessment, and the flora and fauna surveys conducted for the project indicate that areas directly affected by the proposed project do not contain species of concern, or related critical habitat. Neither are there any cultural, historical, or archaeological resources present where the project proposes ground disturbance.
2. *Curtails the range of beneficial uses of the environment* – The proposed project will not curtail beneficial uses of the environment. The proposed project is intended to create an additional access between Whitmore Village and Wahiawa by creating an alternative connector in the form of a shared use pedestrian/bicycle path, which provides a new beneficial use of this area. The proposed project would result in a net benefit for the community’s pedestrians and bicyclists, as well as provide a facility that will be accessible to those with disabilities.
3. *Conflicts with the State’s environmental policies or long-term environmental goals established by law* – The proposed project is consistent with the environmental goals and objectives of the State of Hawaii, as demonstrated in this section and in Section 3.19.
4. *Have a substantial adverse effect on the economic welfare, social welfare, and cultural practices of the community or State* – The proposed project would not have an adverse effect on the economic or social welfare nor the cultural practices of the community or State. Rather, the project would support the social welfare of the community by providing an additional and separate option for non-motorized users that make this commute. The proposed project will also provide a facility that will be accessible to those with disabilities.
5. *Have a substantial adverse effect on public health* – The proposed project would not adversely affect public health. The proposed project would not result in any change to the homeless population, and while it would not assist this population it would not adversely affect them.
6. *Involve adverse secondary impacts, such as population changes or effects on public facilities* – The proposed project is not expected to cause secondary impacts as it does not increase any roadway capacity. The project is not anticipated to induce development of the area or lead to population growth as a direct result of its construction. Also, people may choose to use the bridge to access Wahiawa from

- Whitmore Village instead of driving and thereby potentially reducing the vehicular traffic in the area. See Section 3.20 for discussion of secondary impacts.
7. *Involve a substantial degradation of environmental quality* – The proposed project would not result in a substantial degradation of environmental quality. The project will not result in adverse environmental conditions, as demonstrated in Chapter 3.
  8. *Be individually limited but cumulatively have substantial adverse effect upon the environment or involves a commitment for larger actions* –The proposed project is a complete, independent project, with logical termini on both sides of Kiikii Stream, and would not result in commitments for other projects, nor would it result in cumulative, considerable impacts on the environment. While the shared use path may link with other future elements of the Central Oahu non-motorized network, the proposed project does not rely on other projects nor does it commit other agencies to future projects in order to meet the proposed project’s objectives.
  9. *Have a substantial adverse effect on a rare, threatened, or endangered species or its habitat* –Field work was performed and supports the conclusion that the project will not adversely affect any species of concern or associated habitat. General mitigation measures will be implemented during construction so as to not cause any adverse impacts to the area.
  10. *Have a substantial adverse effect on air or water quality or ambient noise levels* – The proposed project would not lead to any violations of State or National Ambient Air Quality Standards. The project would comply with State of Hawaii environmental regulations and standards. BMPs would be implemented to minimize the potential for impacts to water quality during construction. While there would be short-term construction noise impacts, overall no long-term adverse noise impacts are anticipated.
  11. *Have a substantial adverse effect on or be likely to suffer damage by being located in an environmentally sensitive area such as a floodplain, tsunami zone, sea level rise exposure area, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters* – The proposed project is not located in an environmentally-sensitive area. The project will be designed considering the impacts to Kiikii Stream.
  12. *Have a substantial adverse effect on scenic vistas and viewplanes, during day or night, identified in county or state plans or studies* – The proposed project is a shared use (non-motorized) path that would not affect any identified views / vistas. Input from the community will continue to inform the project’s final design to ensure that the bridge fits within the geographical context. As noted in Section 3.4, there is the potential for indirect impacts to the viewshed at Kukaniloko Birthstones State Monument. The profile of the bridge is anticipated to be low, and it will be constructed at a slightly lower elevation than Kukaniloko. Therefore, no visual impact is anticipated, given the 0.5-mile distance from Kukaniloko to the project area. However, because the final design of the bridge has not yet been determined, a visual impact assessment would be conducted with the design phase to confirm that the bridge would not be visible at this viewshed, or that its visual impact would be negligible.
  13. *Require substantial energy consumption or emit substantial greenhouse gases* – The proposed project would not result in substantial energy consumption. There may be a

short-term increase in energy consumption during the project's construction; however, it would be offset by the project's long-term benefits as the shared use path would provide commuters with a separate non-motorized and accessible alternative to single occupancy vehicle modes of transportation.

## CHAPTER 6. REFERENCES

1994 Wahiawa Town Master Plan.

2013-2017 American Community Survey 5-Year Estimates

2018 State of Hawaii Water Quality Monitoring and Assessment Report: Integrated Report to the U.S. Environmental Protection Agency and the U.S. Congress; Pursuant to Chapter 303(d) and Chapter 305(d), CleanWater Act (P.L. 97-117)

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Hawaii Volcano Observatory. 2017.

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2019 Central Oahu Bike Plan, 2019 Update Oahu Transportation Study.

Harold T. Stearns U.S.G.S Bulletin No. 2, Geologic Map and Guide of Oahu, Hawaii. August 1939.

Hawaii 2050 Sustainability Plan. January 2008.

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Proposed Central Oahu Sustainable Communities Plan. 2016.

State of Hawaii Department of Land and Natural Resources, Commission on Water Resource Management. <https://dlnr.hawaii.gov/cwrm/surfacewater/permits/>. Accessed April 2020

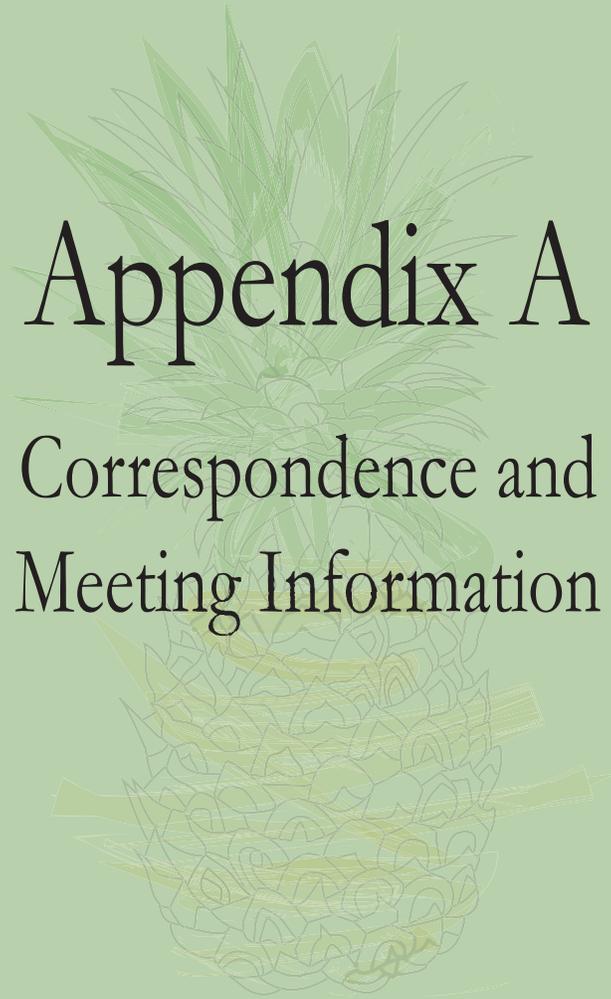
State of Hawaii Department of Land and Natural Resources, Division of Aquatic Resources. Atlas of Hawaiian Watersheds & Their Aquatic Resources. Kiikii, Oahu, DAR Watershed Code:36006. April 7, 2008.

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# Appendix A

Correspondence and  
Meeting Information

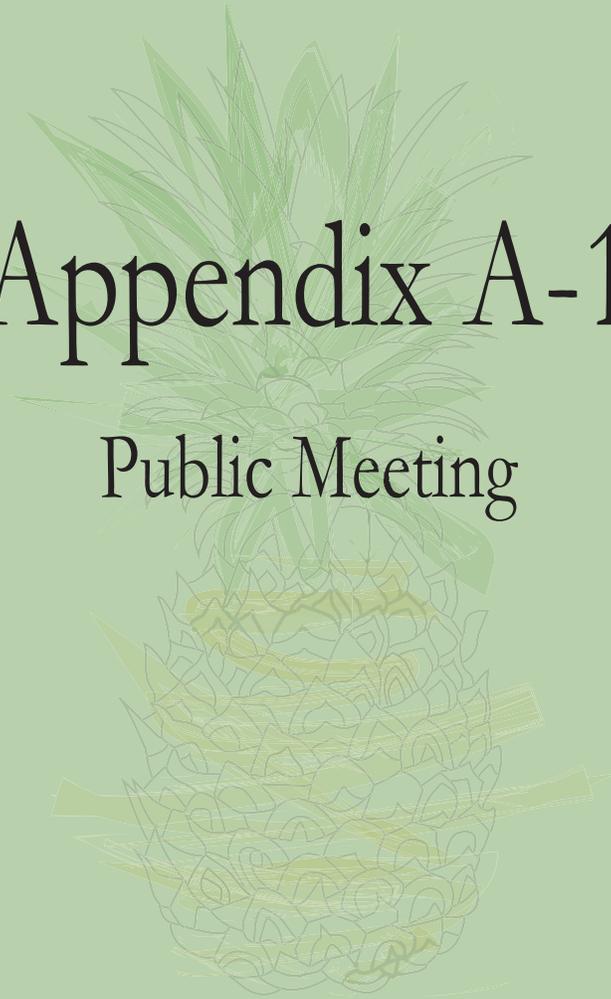






# Appendix A-1

## Public Meeting

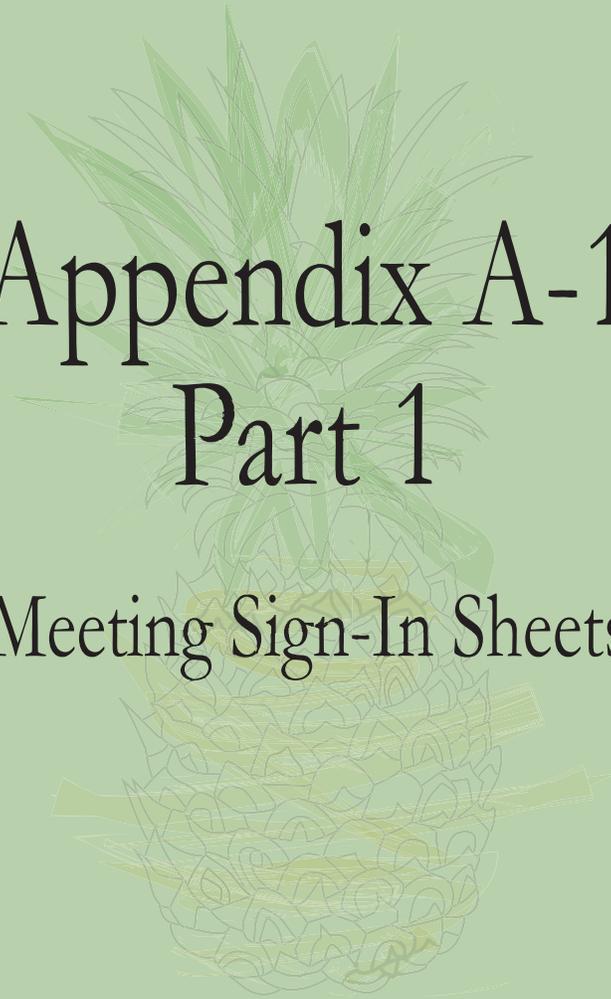






# Appendix A-1 Part 1

Meeting Sign-In Sheets





Wahiawa Pedestrian Bridge Project

Wednesday, February 26, 2020

Project Information and Pre-Assessment Scoping Meeting

First Name	Last Name	Address	Email	Phone
Dave D	Chu			
Lei	Learmont	306 B Lulu St	l-learmont@hawaii.com	621-8121
STAN	SUZUKI	280 KALIFORNIA		621-2223
Joy	Tanji	1709 Glen Ave.	joy.tanji@yahoo.com	622-4304
Wayne	Vivairo	1704 Moala Way	wayne.vivairo@hawaii.vv.com	230-1704
Charlotte	Christina	104 Kanioko Pl.		621 5395
Lisa	Christina	104 Kanioko Pl		469-8592
Thora-Jean	Cuaremas	2069 Calif Ave 5C	hawaiianmusic@gmail.com	96986

Wahiawa Pedestrian Bridge Project

Wednesday, February 26, 2020

Project Information and Pre-Assessment Scoping Meeting

First Name	Last Name	Address	Email	Phone
Winona	Aguero	1462 Aheahu Wahiawa	wona-win@geico.com	
Marsha	Akuna	229 N Circle Maunaloa St	rmlatashitmore @aol.com	
Colette	Miyamoto-Kajiwara	(Starbuck 5th) 95-1021 Alakana St. Mililani HI 96789		
Ruri & Justin	Apa	PO BOX 4681 Mililani HI 96789		
Chad	Nugal	903 Iu Iu Ave Wahiawa		
Farah	Canionero	1142 Aheahu Ave Wahiawa		
Jese	Canionero	" "		

# Wahiawa Pedestrian Bridge Project

Wednesday, February 26, 2020

## Project Information and Pre-Assessment Scoping Meeting

First Name	Last Name	Address	Email	Phone
Mark	Suzuki	94-1022 Leihaku St		628-1762
Bryce	Suzuki	330 Koa St	808XIT8@gmail.com	753-1925
Peggy	Pavao	265 Thomas St	mahawaii.pp@gmail	375-1563
Tom Lecharko				349 9949
Don (Seto)	Glover	595 Kaniawe St		271-7155
<del>Lilia</del>	<del>BARRICA</del>	<del>930 UAKANIKO'O ST.</del>	dabaluz@Abomination.org	808-.....
Lilia	BARRICA	930 UAKANIKO'O ST.		228-7520

## Wahiawa Pedestrian Bridge Project

Wednesday, February 26, 2020

### Project Information and Pre-Assessment Scoping Meeting

First Name	Last Name	Address	Email	Phone
Carolyn Ringor	Ringor	370 N Circle newkap	Carolringor@gmail.com	808-679-8607
Amy Perriso	D	1488 Glen Ave	repperriso@ capitol.hawaii.gov	(808) 586-6700
Eric Mary Bello		401 N. Kane St B3	eric & bellosmillwork. com	(808) 621-7282
Seeba Thee		680 Whitmore Ave	TheeSDD@kawaii .rr.com	690 0558
STELLA			isdrose@aol.com	808-489-2174
Cathy Cachola		217 Yalkey Ave Wahiawa	Cathy.cachola @gmail.com	
MacArthur	John	115 Loke Pl.	JMacArthur4@yahoo.com	
Ursula	Kawaguchi	275 Rose St.	Ursula.Kawaguchi @K12.hi.us	808-305-3300

Wahiawa Pedestrian Bridge Project

Wednesday, February 26, 2020

Project Information and Pre-Assessment Scoping Meeting

First Name	Last Name	Address	Email	Phone
BARBARA	LADAO	1204 AUWAI DR WAHIAWA	NONE	808.421.9637
Maureen	Finnegan	1319 Ridge Ave. Wahiawa, HI	mfinnegan@ hawaii.rr.com	(808) 622-2657
John	ROGERS	71-1094 AIAWA FINA DRACH	John@hawaii.rr.com	808 330.4540
Larry	Meacham	3066 Lehua Wahiawa 97786	meacham.hawaii @gmail.com	621-8121
Pat	SUZUKI	1102 Club Drive		621-8337
Deborah	SUZUKI	1106 Club Dr	malama@hawaii.net	621-8337
Les	Tanji	1709 Glen Ave	-	808.428.4301
NORMAN	HAIN	3375 KOAPAPA SUITE #450	nhain@ st.honolulu.gov	8086902262









# Appendix A-1 Part 2

Comment Forms Submitted  
At the Meeting





# COMMENT FORM

## Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

The State of Hawaii Department of Transportation encourages all interested individuals and organizations to comment on the project.

To comment on the project you can (a) complete this form tonight and deposit it in the Comment Box or give it to one of the members of the project team, (b) take this form home, complete it, and then fold it, staple it, affix proper postage, and mail it to us, or (c) use the contact information below to submit email comments to one of the project managers.

For more information on the project, please contact Ms. Holly Yuen via email at Holly.Yuen@hawaii.gov or by phone at (808) 692-7548 as soon as possible.

Name: Pat Suzuki

Address: 1106 Club Drive

Phone: 621-8337

Wahiawa, HI 96786

E-mail: \_\_\_\_\_

Comments: Oppose construction •

Unnecessary

Who's idea was this!!!!

NO GO

## COMMENT FORM

### Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

The State of Hawaii Department of Transportation encourages all interested individuals and organizations to comment on the project.

To comment on the project you can (a) complete this form tonight and deposit it in the Comment Box or give it to one of the members of the project team, (b) take this form home, complete it, and then fold it, staple it, affix proper postage, and mail it to us, or (c) use the contact information below to submit email comments to one of the project managers.

For more information on the project, please contact Ms. Holly Yuen via email at [Holly.Yuen@hawaii.gov](mailto:Holly.Yuen@hawaii.gov) or by phone at (808) 692-7548 as soon as possible.

Name: Bryce Suzuki Address: 330 Koa st  
Phone: 753-1925  
E-mail: 808X1T8@gmail.com

Comments: NO Build.  
Safety who will monitor  
Homeless camping  
loitering at all hours  
who will maintain the Bridge  
Safest route if built Cane Has sidewalk  
Security Bike path crosswalk, most direct route  
to transit station

## COMMENT FORM

### Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

The State of Hawaii Department of Transportation encourages all interested individuals and organizations to comment on the project.

To comment on the project you can (a) complete this form tonight and deposit it in the Comment Box or give it to one of the members of the project team, (b) take this form home, complete it, and then fold it, staple it, affix proper postage, and mail it to us, or (c) use the contact information below to submit email comments to one of the project managers.

For more information on the project, please contact Ms. Holly Yuen via email at [Holly.Yuen@hawaii.gov](mailto:Holly.Yuen@hawaii.gov) or by phone at (808) 692-7548 as soon as possible.

Name: SHEILA GAGÉ Address: \_\_\_\_\_

Phone: 808-489-2174 \_\_\_\_\_

E-mail: isdrose@aol.com \_\_\_\_\_

Comments: I do not support this project. This project is a waste of appropriated funds on behalf of the State. We don't need it. Thank you.

## COMMENT FORM

### Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

The State of Hawaii Department of Transportation encourages all interested individuals and organizations to comment on the project.

To comment on the project you can (a) complete this form tonight and deposit it in the Comment Box or give it to one of the members of the project team, (b) take this form home, complete it, and then fold it, staple it, affix proper postage, and mail it to us, or (c) use the contact information below to submit email comments to one of the project managers.

For more information on the project, please contact Ms. Holly Yuen via email at [Holly.Yuen@hawaii.gov](mailto:Holly.Yuen@hawaii.gov) or by phone at (808) 692-7548 as soon as possible.

Name: Leinani Ayau Address: 360 N Circle Mauka Pt  
Phone: 800-202-4019 Wahiawa HI 96786  
E-mail: lwilikoia@gmail.com

Comments: NO Build

## COMMENT FORM

### Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

The State of Hawaii Department of Transportation encourages all interested individuals and organizations to comment on the project.

To comment on the project you can (a) complete this form tonight and deposit it in the Comment Box or give it to one of the members of the project team, (b) take this form home, complete it, and then fold it, staple it, affix proper postage, and mail it to us, or (c) use the contact information below to submit email comments to one of the project managers.

For more information on the project, please contact Ms. Holly Yuen via email at [Holly.Yuen@hawaii.gov](mailto:Holly.Yuen@hawaii.gov) or by phone at (808) 692-7548 as soon as possible.

Name: Mitchell Ayau Address: 360 N Circle Mauka Pt  
Phone: 754-9366 Wahiawa HI 96796  
E-mail: MitchellAyau@gmail.com

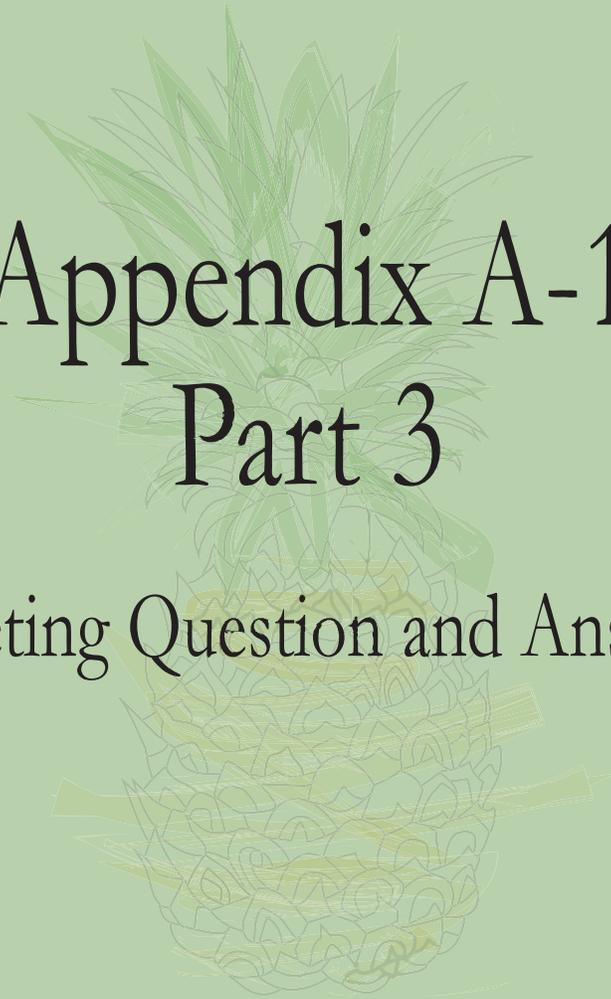
Comments: No Build





# Appendix A-1 Part 3

Meeting Question and Answer





# Wahiawa Pedestrian Bridge Project

## Whitmore Village to Wahiawa, Oahu

HRS 343

Public Meeting Facilitated by HDOT (Karen Chun)

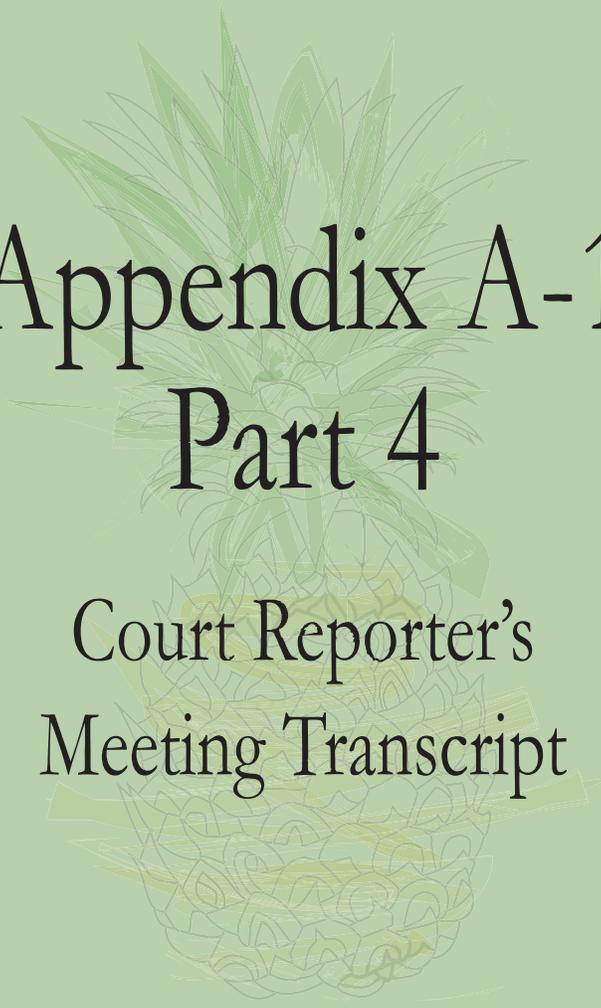
### QUESTION AND COMMENT SUMMARY

1. Will there be additional public meetings?
2. Can the shared use path have a more direct route?
3. Can the project funds be repurposed? This is not a good use of funding.
4. Whom will be using the bridge? Homeless and Drug users will use the bridge and create a safety issue.
5. The project will promote an undesirable element from the homeless to drug users. Why can't the money be used to "clean up" the undesirable element surrounding Wahiawa Reservoir
6. The project will become a commute path for drug users. It will open up Whitmore Village to more violent "smash-and-grab" types of crime.
7. How will the path be policed? What can be done to ensure the safety of the path users.
8. Can the path alignment be moved away from my property (Alii Turf Company)? Having the path so close to my property introduces a negative element near my property.
9. This project is a waste of tax payer dollars. The funds should be used for homelessness, theft prevention.
10. No one will use the bridge.
11. This project is offensive as the project is a "done deal". This project feels like it is being shoved down the community's throats.
12. Why can't the funding be repurposed to repair the infrastructure and maintain existing facilities.
13. The funding should be used to invest in children's future and provide for a safer community such as fixing the gym and sidewalks.
14. This project was proposed 30-years ago, when it was needed. Why did it take so long? Circumstances have changed and it is not needed now.





# Appendix A-1 Part 4



Court Reporter's  
Meeting Transcript





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HAWAII DEPARTMENT OF TRANSPORTATION  
WAHIAWA PEDESTRIAN BRIDGE,  
WHITMORE VILLAGE TO WAHIAWA  
PROJECT INFORMATION AND PRE-ASSESSMENT  
SCOPING MEETING  
Helemano Elementary School Cafeteria  
1001 Ihiihi Avenue  
Wahiawa, Hawaii 96786  
February 26, 2020  
6:00 p.m. - 7:30 p.m.

Before: Elsie Terada, CSR No. 437  
Certified Shorthand Reporter

1 WAHIAWA, HAWAII; WEDNESDAY, FEBRUARY 26, 2020

2 6:50 P.M.

3  
4 KAREN CHUN: Good evening, everyone. For those of  
5 you who are by the board, if you could have a seat,  
6 we're going to start. Thank you all for coming tonight  
7 to join us, and we appreciate your participation and  
8 interest in our proposed project.

9 My name is Karen Chun. I am the Design Program  
10 Manager for the State of Hawaii, Department of  
11 Transportation, Highways Division. I will be  
12 facilitating this meeting tonight, and I want to  
13 introduce some part of my team to you. I have myself,  
14 Holly, raise your hand. Holly is our project manager.  
15 Henry, he's with DOT. I have staff from our  
16 consultant, WSP, here. Malie, Todd, Rachel, and Randy.

17 Housekeeping. If you do have to go to the  
18 restrooms, they are located to my right, in Building C.  
19 And I want to explain to you how it's going to work.  
20 So I'm going to go over some ground rules for the  
21 meeting. Then I'm going to do a short PowerPoint. And  
22 then about around 6:50, we're going to open it up to  
23 questions and answers. Sounds good? Okay.

24 So let me start with the ground rules. First,  
25 if you could, silence your cell phones. Be respectful

1 to one another. Please hold your questions until the  
2 end of my presentation. During the question-and-answer  
3 session, if you could raise your hand to be recognized.  
4 Then, to be considerate of everybody's time, we have to  
5 limit your input to about a minute. If everyone could  
6 let the person talking finish their thoughts when  
7 speaking, and don't speak over one another so we can  
8 capture your thoughts. And let's all appreciate the  
9 time we've taken tonight to attend this meeting.

10 So for those of you who know about this  
11 project, it has been a long time coming. And those of  
12 you who don't, this is your chance to find out what our  
13 project is about, because this is our very first public  
14 meeting. We are in the early stages of our project and  
15 we are going to be explaining to you the project in  
16 this format tonight. We're going to talk about the  
17 project development process; what our project's purpose  
18 and need is; what scoping means; the project  
19 alternatives; our project schedule; and then finally  
20 questions and answers.

21 So the Project Development Process. We are  
22 currently in that top box, which is our Planning phase.  
23 We anticipate this phase to last six months, and it  
24 composes of the following bullets. So the first one is  
25 scoping. Second one is, we look at design development

1 concepts. And then after we gather your input, we're  
2 going to publish a Draft EA and have a public meeting,  
3 which is part of the process. We're going to do a  
4 Final EA. Then we go out and have this contract  
5 advertised.

6 Now, this project is scheduled to be a  
7 design/build-type advertisement. So, at that point,  
8 we're going to solicit for a designer and a contractor  
9 to join us on the team. Then we're going to award that  
10 contract, and then it will go into that second box,  
11 which is the Design/Build phase, which is approximately  
12 a two-year process where they're going to continue the  
13 final design. We're going to secure any environmental  
14 or other permits needed, finalize the design and then  
15 construction will start.

16 So let's go into, what is our project's purpose  
17 and need? So the purpose and need of the project is  
18 developed early in that planning process. They'll  
19 identify for us what we want to accomplish once this  
20 project is complete. So one of the goals is a  
21 pedestrian bridge, which was identified in community  
22 meetings prior to this.

23 And the first step would be to ensure our  
24 design achieves our intended goals, and it helps the  
25 design team to focus on the project priorities. We

1 welcome any comments you might have at this part of the  
2 process because we want you to comment on our proposed  
3 purpose and need, because this statement will guide our  
4 design process.

5 So what are we proposing? We're proposing a  
6 shared-use path to facilitate ease of access from  
7 Whitmore Village to Wahiawa Transit Center, and also  
8 provide alternative access from Whitmore Village to  
9 Wahiawa Town. We want to provide it as a multi-modal  
10 connection between Whitmore Village and Wahiawa Town,  
11 as envisioned by the long-term and community master  
12 plan, stated up here, which was the 1994 Wahiawa Town  
13 Master Plan, the Proposed 2016 Central Oahu Sustainable  
14 Communities Plan, and the 2019 Central Oahu  
15 Transportation Plan.

16 So for those of you not familiar, the 1994  
17 Wahiawa Town Master Plan included the following  
18 implementation element. It said, quote, to put  
19 "pedestrian crosswalks, walking paths, foot bridges at  
20 safe, appropriate and accessible locations." It also  
21 stated it would like to "Encourage alternative modes of  
22 travel by providing bikeways for recreational  
23 activities and trips to work areas, schools, shopping  
24 centers and community facilities."

25 The Proposed 2016 Central Oahu Sustainable

1 Communities Plan noted that we want to "Design  
2 communities to reduce automobile usage by providing  
3 easy access to transit,...and guiding development to  
4 encourage to walk and bike." One thing I want to note,  
5 too, the bridge is not going to be open to vehicular or  
6 motorized traffic, to provide a safer route for users.

7 In 2019, the Central Oahu Transit Plan creates  
8 a multi-modal systems, choices that shift people away  
9 from single-occupant vehicles towards healthier and  
10 sustainable transportation modes like walking,  
11 bicycling, rail, and the bus. Our proposed Wahiawa  
12 Pedestrian Bridge Project was identified as a component  
13 of achieving the community objectives of a multi-modal  
14 system.

15 So based on our project's purpose and need,  
16 which is to facilitate access to multi-modal  
17 connections, the Wahiawa Transit Center, shown here, is  
18 a logical terminis for one end of our shared-use path.  
19 Currently, we're considering Whitmore Village as the  
20 other terminis because -- I mean Whitmore Avenue,  
21 sorry, as the other terminis because it is near  
22 Whitmore Village, and it's supposed to create a safe  
23 and open environment for users to access the path.

24 So what are we seeking? We're in the Scoping  
25 phase. We want your input regarding, one, the purpose

1 of the project need. Why we do that? Because we want  
2 to know, are there relevant needs that the project  
3 should consider in the purpose and need?

4 Two, what are the alternatives and routes that  
5 we should evaluate? Are the routes currently being  
6 evaluated that you prefer? And that's part of the  
7 boards that you saw.

8 Three, design elements and preferences. Should  
9 there be lighting? Do we want gates? Should it be  
10 closed at night?

11 Number four, community and environmental  
12 resources. Are there any sensitive resources that we  
13 should be aware of? Are there specific community  
14 concerns that we should target our studies to evaluate,  
15 so that we could find ways to either avoid or mitigate  
16 these impacts or concerns you might have?

17 Please keep in mind that while we are doing our  
18 background studies, we are aware that there are many  
19 resources that aren't widely known or perhaps haven't  
20 been previously noted. We ask for your assistance in  
21 recognizing them and would greatly appreciate you  
22 telling us what you know, so that we can work  
23 proactively to do our best regarding this project while  
24 considering the needs of your community.

25 How are we going to use this scoping

1 information? We use it to help us evaluate  
2 alternatives. So from tonight's suggestions and  
3 alternatives that you give us, we're going to try to  
4 see what's viable. We're going to take it back and see  
5 if our design can be done, or do we have to do some  
6 engineering to what we currently propose. We're going  
7 to look at our budget. Do we have enough money to do  
8 what's proposed? Bridges are a big ticket item, and  
9 can it fit within our project budget?

10 Three. We're going to look at environmental  
11 impacts, and, in our experience, the most efficient  
12 alternative minimizes impacts to the environment.  
13 Alternatives that carry a significant environmental  
14 impact will take an incredible amount of time to  
15 permit, which can stall our projects. If we determine  
16 that the proposed solution is viable, then we can  
17 include it in our environmental document to further  
18 evaluate.

19 After we get our alternatives, we're going to  
20 refine them. Comments regarding our existing  
21 alternatives are also going to be evaluated to refine  
22 them and to make them more suitable. It also gives us  
23 time to focus on ones that are more acceptable.

24 Third thing we look at, is those environmental  
25 concerns. So your questions that you may ask or pose

1 to us will help us consider what should be included in  
2 our Draft EA. And those are things like our cultural  
3 studies, archeological studies, the flora and fauna,  
4 traffic impacts, water resources, et cetera.

5 So what are our alternatives you might be  
6 asking? We have three proposed at this time. So the  
7 Build Alternatives, I hope you can see it, the red one  
8 is called Palm Street, and it's that one. There you  
9 go. The green one is called North Cane Street. And  
10 the blue one is called Koa Street. The last  
11 alternative is a "No Build" alternative that will be  
12 evaluated in the environmental document as a reference.

13 So let me go into a little bit of detail.  
14 Within that Draft EA, all of these alternatives  
15 proposed will traverse through Alii Agricultural Farms  
16 property on the Whitmore Village end. The alternatives  
17 differ where they cross the stream and the path taken  
18 to Wahiawa Town, to get to the Transit Center. So the  
19 Palm Street alternative, which is the red one, will  
20 follow Palm Street. The North Cane Street alternative  
21 will follow Cane Street. And, likewise, the Koa Street  
22 alternative will follow Koa Street.

23 The Department of Transportation does not  
24 intend to create additional improvements to the  
25 existing streets themselves, other than to build an

1 integrated connection to the proposed pedestrian  
2 bridge. As part of our scoping process, we're  
3 interested in hearing from you about whether there are  
4 other routes or alternatives we should consider.

5 So what's our project schedule? We would like  
6 to finish and publish our Draft Environmental  
7 Assessment on March 23 of this year. There will be a  
8 30-day comment period for the Draft Environmental  
9 Assessment, which will close on April 22. We'd like to  
10 publish then the Final EA on May the 8th of this year.  
11 June 8th would then be the 30-day comment period  
12 regarding that Final EA. And on June 30th of this  
13 year, we'd like to award the design/build contract to  
14 the project. Construction would begin in summer of  
15 2021, and then is anticipated to be completed in  
16 approximately a year.

17 At this point, I'd like to address one of the  
18 questions I had prior to the meeting. What other  
19 projects are DOT doing within your community? So we  
20 currently are in design to resurface and rehabilitate  
21 Kamehameha Highway, from Weed Circle to H-2, which is  
22 nine miles on Kamehameha Highway, and that two-mile  
23 stretch when you come off the freeway, getting into  
24 Wahiawa Town on Route 80. That project is currently  
25 scheduled to RTA in the summer of this year.

1 FEMALE SPEAKER: What is "RTA"?

2 KAREN CHUN: Oh, sorry. "RTA" means "ready to  
3 advertise" so construction can start shortly  
4 thereafter. So summer, yeah?

5 So there are ways that you can comment. So the  
6 first way is, we have a form, which is -- I don't have  
7 it on me, but it's over there. It's a comment form, a  
8 one-sheet comment form. So you can leave it with us  
9 tonight, or take it home and mail it back. And please  
10 feel free to take additional comment forms home, if you  
11 come up with a comment that can't be addressed in this  
12 forum, or you think of it later and you want to send it  
13 back.

14 You're welcome to contact our DOT Project  
15 Manager, using the information on this slide, and  
16 that's Holly. Another way you could also do it, is,  
17 you could wait until the publication of the Draft  
18 Environmental Assessment, and the comment forms can be  
19 emailed as well, to Holly. April 22nd, we'll close our  
20 comment period, again, as a reminder. And we will  
21 accept comments at today's meeting and until the date  
22 of those EA dates that I mentioned.

23 One of the things I would like you to know is,  
24 before we get into -- and we're in the part where I'm  
25 going to let you guys comment. I do have a court

1 reporter here tonight to help us record your comments,  
2 and the transcript of that will also be included in our  
3 Draft Environmental Assessment. Okay?

4 So, we are early. And I will let you guys at  
5 this time provide any comments, if you want to. So if  
6 you could follow the ground rules. Raise your hand if  
7 you'd like to provide a comment now, and limit your  
8 comment to about a minute. Anybody would like to  
9 start, or do you have comments?

10 MALE SPEAKER: Do I have more than a minute?

11 KAREN CHUN: Depending on how many people want to  
12 comment, how's that? Is that fair? Because I want to  
13 give everybody a chance. How about we do this. Raise  
14 your hand, I will recognize you. You come up and then  
15 do your comment, okay? Is that fair? Okay.

16 T.J.: Actually, if I could make a suggestion,  
17 point of order. Those of you who would like to make a  
18 comment, why don't we just line up against the wall.  
19 That way, she can see how many of us want to make a  
20 comment. So if we can allocate more than one minute  
21 per person, then why not? And if somebody in here  
22 wants to give up their minute to somebody else, I think  
23 that that should be open to the community as well.

24 KAREN CHUN: I can live with that, if all of you  
25 can be respectful of the time because we only have till

1 7:30. Is that cool? Okay. I do have another mic, so  
2 if you can come on this side, how about we do it that  
3 way, for order. Is that good? Okay.

4 PEGGY PAVAO: Peggy Pavao from Wahiawa. And I just  
5 had a question. Because I don't know what's on a  
6 line -- land. Is there a more direct route from  
7 Whitmore Avenue to any one of those three options that  
8 you're presenting? Are there buildings on there, or  
9 anything else? I don't know what's -- it just seems  
10 the path seems out of the way.

11 KAREN CHUN: Hang on. I'm going to have our  
12 consultant, see if they can --

13 RANDALL URASAKI: All right. I'm Randy from WSP.  
14 The alignment was chosen to try and give a path that  
15 comes across naturally. I think we misspoke, and we're  
16 not going through Alii Turf company. It's going  
17 through Agribusiness --

18 FEMALE SPEAKER: Speak up, please.

19 RANDALL URASAKI: We're going through Agribusiness  
20 Development Corp., state agency.

21 FEMALE SPEAKER: Can you talk to the mic?

22 RANDALL URASAKI: Okay.

23 FEMALE SPEAKER: Thank you.

24 RANDALL URASAKI: Sorry. So all the alignments  
25 would have to go through Agribusiness Development

1 Corp., which is a state agency, so that we could not go  
2 through private property. So that was the fastest  
3 route that we could get, right along that alignment to  
4 get across. It is right along the border between Alii  
5 and Agribusiness. I'm not sure if that answered your  
6 question, but that's how we picked the alignment.

7 FEMALE SPEAKER: The proposed. The proposed.

8 RANDALL URASAKI: And we didn't want to bisect  
9 through one of the -- right through a landowner, even  
10 if it's Agribusiness, we didn't want to go through it.  
11 We wanted to pick one of the sides, so we wouldn't  
12 disrupt the whole land.

13 FEMALE SPEAKER: Okay.

14 FEMALE SPEAKER: (Inaudible). Does ADC own that  
15 property? Does ADC own that walkway? Who's going to  
16 own it, then? So what if ADC decides to sell?

17 KAREN CHUN: At this time, it's not going to be  
18 owned by whoever you just mentioned, I'm sorry, I  
19 didn't hear. Sorry, I didn't hear.

20 RANDALL URASAKI: No, it won't be there. It's  
21 through their -- the side of the land, so that the  
22 state could either get an easement --

23 KAREN CHUN: Here, here. Wait, wait.

24 RANDALL URASAKI: So the state could get an  
25 easement or they can purchase the land, one or the

1 other. You know, they'll have to get an easement.

2 FEMALE SPEAKER: But what she's saying is if ADC  
3 decides to sell that land, what happens then?

4 KAREN CHUN: So the easement would go with the  
5 selling of the land, at that point, if that's a  
6 concern, yes. Does that answer your question, ma'am?

7 FEMALE SPEAKER: It was just really confusing,  
8 yeah.

9 T.J.: Aloha, everybody. You guys all know who I  
10 am, T.J. I've been living in this community for more  
11 than half my life. And I'm glad I was the second  
12 speaker here because this is what I want to share with  
13 you folks, as part of my community, that hasn't been  
14 shared here by anybody here that's already had the mic.

15 This project is not a done deal. If the  
16 community can find other purposes, and if the community  
17 is not in alignment with this project that has been  
18 going on for 36 years, of which they are only giving us  
19 30 days to comment on a document that's probably going  
20 to be in excess of 500 pages, there are other uses for  
21 this money. This money can be given back into the  
22 community funds. We have other CIP projects, such as  
23 the Leilehua High School and the Wahiawa Library.

24 MALE SPEAKER: Hospital.

25 T.J.: Gotcha. We have the food processing hub.

1 And we do have work that comes under the CIP projects  
2 qualifications. So this project is not a done deal.  
3 And if those of you who have messaged me, who have  
4 called me, who have sent me emails about your concerns  
5 for this project, when we're talking about Palm Street,  
6 Cane Street, what about the residents and the  
7 businesses along those streets?

8 So if enough of us in this community are not  
9 supporting this project, then we need to speak up  
10 tonight. Even if it is to just take the mic, come up  
11 here and say, "I do not support this project." Your  
12 voice needs to be heard. So, again, this is not a done  
13 deal. Okay?

14 My main concern --

15 FEMALE SPEAKER: Get the comment paper and write  
16 that, "I don't support it."

17 T.J.: My main concern about this whole project,  
18 ADC already has all this land that surrounds Whitmore  
19 Village that leads into Wahiawa. They cannot even  
20 secure the land, which is why, if we look on multiple  
21 social media pages, you see multitudes of cars, trucks,  
22 work vans that have turned this whole area into a giant  
23 chop shop.

24 Now, they've had since 1994 to start doing  
25 something with this land, after Dole slowed their

1 business down. ADC had had this project for over  
2 five years. Now, if they're going to say that ADC is  
3 going to partner with them and they're going to get  
4 some kind of easement to allow this project to happen,  
5 we cannot even count on Senator Donovan Dela Cruz, who,  
6 by the way, is not here, we cannot even count on  
7 Senator Dela Cruz, who is the puppeteer behind ADC. We  
8 cannot even count on them to secure our lands. How are  
9 we going to secure the project lands for the workers  
10 that are going to have to come in and build this  
11 bridge?

12 We have multitudes of not good people in that  
13 area. But, again, that's besides the point. If you do  
14 not support this project, for whatever reason, and you  
15 don't need to say why, if you do support this project  
16 publically, please, Representative Amy Perruso is here.  
17 I'm sure Senator Donovan Dela Cruz's representative is  
18 here. I'm sure they will take your comments.

19 Again, if you do not support this project, for  
20 whatever reason, please, this is the forum to speak  
21 your peace and let it be known. Because if it happens  
22 and you're not happy with it, then that's on you. But  
23 if you want to make your community better, then start  
24 with what we already have, and not having to throw  
25 anything else into the pot.

1           KAREN CHUN: Thank you. I'm going to ask that if  
2 you're going to repeat the same thing, just, you know,  
3 say it once and we still have everybody else to go,  
4 okay? It's okay.

5           GARY JOAQUIN: First off, who's going to use this  
6 bridge? Going be the drug addicts, okay? What family  
7 is going to want to take their kids across this bridge?  
8 It's like going down a beach. All the drug addicts,  
9 nobody like go. Right? Every time they build  
10 something in a secluded area, example, you go to the  
11 bike paths, Pearl Harbor, by Ewa Beach.

12          FEMALE SPEAKER: Lehua Avenue.

13          GARY JOAQUIN: Yeah. All, every time they build  
14 something like that, the drug addicts take over. The  
15 innocent people don't want to use it. Okay? That's  
16 going be one commute for drug addicts steal. Like she  
17 said, all the business places, when they go through,  
18 they going scope all that, stealing. That's what going  
19 happen.

20                 Maybe you guys should use the money, look at  
21 the lake. They all live along the lake. Why don't we  
22 clean the lake, take out all the drug addicts. Like  
23 she said it, clean out all that opala inside, back  
24 here. I jumping off the subject, but we need the money  
25 for stuff like that. A bridge? That's ridiculous. In

1 1994, maybe. Today wen change. They get more  
2 authority than us. You know what I mean? Going be one  
3 commute for drug addicts, that's what it's going to be.  
4 And it's going to make it worse.

5 KAREN CHUN: Could you identify your name, on the  
6 record?

7 GARY JOAQUIN: Gary Joaquin.

8 KAREN CHUN: Thank you.

9 GARY JOAQUIN: Oh, and, by the way, I lived here  
10 all my life, 1960.

11 ERIC BELLO: My name is Eric Bello. I'm a  
12 businessman here in Wahiawa, and I don't support this  
13 project, either. It's basically for the reasons the  
14 last gentleman was up here. Our concern is, it will be  
15 a refuge for undesirable people, and people will not  
16 end up using the path, the people that whoever their  
17 intent is to use, going from Whitmore to Wahiawa.

18 I am curious, when the assessment is done by  
19 the community here in Wahiawa, to see if there's any  
20 people that will actually use the bridge anyway. Like  
21 the first gal said, I think that would be an important  
22 part of the process to say is this facility going to be  
23 used or not.

24 So that's my comments. I would say if this  
25 does proceed, for some reason, that an important part

1 of any plan would be how it's going to be policed and  
2 how it's going to be managed, and that should be a part  
3 of the written plan, so that we don't end up with a  
4 situation like the last gentlemen stated, that it's  
5 just a highway for undesirables and drug addicts. So  
6 that's my comment.

7 KAREN CHUN: Thank you.

8 T.C.: My name is T.C. I am owner of the Alii  
9 Agricultural Farm. You can see that big square, right  
10 there? That's my property. And then look at the  
11 bridge going to be built right in my property line.  
12 Okay? If you have your own land next to that, you will  
13 let people to build a bridge next to your house? Yes  
14 or no?

15 THE AUDIENCE: No.

16 T.C.: No. You think I'm going to let them build?  
17 If you want to build? No problem. With our 10-,  
18 20-foot wall, I will definitely have you build it. Out  
19 of sight, out of mind. You understand what I'm talking  
20 about? We are farming here. All these drug addict  
21 people, whoever, people want to come, they scope around  
22 what you have. Right? Then come nighttime, they come  
23 and steal all my stuff. Simple as that.

24 You want to build your bridge, ADC land, here,  
25 right here. Right here, right? Oh, right here, build.

1 Don't put next to my property. You have plenty land  
2 over here. This does not make sense. You want to  
3 build it? Build on your land, you know, far away from  
4 me.

5 And, as you say, who want to use the bridge?  
6 You and I not going to use the bridge to go shopping in  
7 Wahiawa. You want to carry a bag of grocery in your  
8 bag, walk down there and come back? You want to drive.  
9 You can take a bus, go around there. You already have  
10 a bus route from Whitmore to Wahiawa, the transit  
11 station. It's there. The city already put  
12 transportation. Why you spend money on building a  
13 bridge that hardly people going use?

14 You want to use it? I not going use it.  
15 Because you're not going to use it, either, because  
16 you're going to buy stuff in your car. Right? This is  
17 a waste of money. The money to be used is clean up the  
18 ADC land, all this homeless people.

19 KAREN CHUN: Thank you.

20 CAROLYN HAYASHI: I'm Carolyn Hayashi. I've lived  
21 here since 1961. I was born here. My father was born  
22 here. I'm third generation. My children, fourth  
23 generation. My grandchildren, fifth generation. All  
24 in Wahiawa. So I have a vested interest, too. My  
25 niece lived in Whitmore, and she just moved to Vegas

1 because she cannot afford to live here. She bought a  
2 place in Vegas for \$200,000. She couldn't have  
3 afforded here.

4 Did you know that in Wahiawa, we're number one  
5 rent for working poor? Meaning that, number one,  
6 behind -- ahead of Waianae. People who work but cannot  
7 meet the cost of living. How many of you guys can tell  
8 me that your kids can rent and afford the cost to rent  
9 a place in Wahiawa or Mililani? My kids are paying --  
10 my son is paying 1,800, father pays to Whitmore, for  
11 1,800.

12 But here's the reason, is, remember when the  
13 bridge broke down and it was under repair, and we  
14 couldn't drive the kids to Leilehua? Yeah. And we  
15 wished that there was an alternate route?

16 GARY JOAQUIN: You cannot drive.

17 CAROLYN HAYASHI: Yeah, I couldn't drive, yeah?

18 GARY JOAQUIN: You going let your kids walk through  
19 the drug addicts? You crazy.

20 CAROLYN HAYASHI: And, you're right. But then talk  
21 about the drug addicts, the homeless. Our kids not  
22 that far ahead of that. I mean, talk about homeless  
23 people who no work. Think about our kids who are  
24 barely making the living here. I mean, we're number  
25 one. We got to think about, I'm looking at not just

1 the homeless people, but our kids are just barely  
2 making it here. I'm looking at, what are we going to  
3 do for our kids --

4 T.J.: So do you support the project or not?

5 CAROLYN HAYASHI: I do. I look at any opportunity  
6 we have, to further our education here in Hawaii. I'm  
7 also with the Leilehua Alumni Association. And  
8 anything that will connect our kids, to allow them to  
9 continue going to Leilehua, and any way that they will  
10 have access to Leilehua, whether it's walking, riding,  
11 busing, and the more traffic through these areas, you  
12 know, people -- the more access, right? Just the last  
13 thing. More access through these areas, people,  
14 homeless people don't like when there's traffic. And  
15 the more traffic you have, the less likely people will  
16 stay.

17 So that's all I'm saying, is, I'd like us to be  
18 positive about some change. I know that it's always  
19 humbug, but when you think about all the people that  
20 going through Kam Highway now, many of them are not  
21 from Wahiawa or Whitmore. Right? So many people are  
22 not from our town. I mean, that's why traffic is so  
23 crazy. Every time I'm driving to Kam Highway, I'm  
24 going -- right? I don't want more people from Wahiawa  
25 and Whitmore driving on Kam Highway. Yeah, Kamehameha

1 Highway. And the way to do that, is try to figure out  
2 how to keep Wahiawa in Wahiawa.

3 KAWAI: Aloha. Just like she said, she pretty much  
4 said everything. Aunty, you laid it down.

5 The roads over there, I don't know -- you know  
6 that blue part? I live over there.

7 KAREN CHUN: Okay.

8 KAWAI: So a`ole, you know, for the project thing.  
9 I don't believe the thing should even be talking about,  
10 right now. You guys still trying to find out, ADC,  
11 everybody, who own 'em. We know who own 'em. All us  
12 guys call these things all royal crown. So we know who  
13 own 'em.

14 But the problem is, is the racketeering and the  
15 show that stay happening now. You guys trying for sell  
16 something that not your guy's. You understand?  
17 Literally, you guys trying to break down one piece of  
18 cake that not yours. Without even finding out who the  
19 guy, owner of the cake. I got to go more elementary?  
20 Understand?

21 Pretty heavy project without the ones here for  
22 do the project. Send all you guys. You know what I  
23 mean? For the record, everyone liable. And there is  
24 no ignorance of the law. No excuse. Absolutely none.  
25 And under an HRS thing that everybody stay, I seen on

1 the picture over there, under the HRS, Hawaii Revised  
2 Statute, again, what statute? Get revision from.  
3 There's an original statute was revised from. That's  
4 the owner of the statute.

5 Yeah. I got to go little bit more elementary?  
6 Okay. But the reality is, when you stay using HRS,  
7 Hawaii Racketeering Statute, to try and bend laws, like  
8 not finding out who the owner of the cake and give out  
9 pieces to who you like, but with one price, the thing  
10 is one difficult thing to talk about here, at a City  
11 and County level, at a State level. It belonged to the  
12 federal-talk level.

13 But you making us community fight this thing.  
14 Literally fight 'em. Divide and conquer, for the  
15 record, is the weapon of this fake state. And you  
16 trying for make us go yes, no, yes, no, yes, no. The  
17 answer is no, until you find out who own the cake.  
18 Mahalo. My name, you can put Kawai.

19 KAREN CHUN: Thank you.

20 MITCHELL AYAU: My name is Mitchell Ayau. And I  
21 oppose this project because, for one reason why. Like  
22 you said, it's a fake state. If you guys do your guys'  
23 homework and look up Article 6, Section 2, there is no  
24 islands listed in Article 6, Section 2, where America  
25 lists everything they own. Law of the lands, treaties.

1 KEANE HOSAKA: Aloha. My name is Keane Hosaka. I  
2 am part of the Rooted Kekahi Me Ka Aina, and I do not  
3 approve this pedestrian bridge project.

4 FEMALE SPEAKER: I'm (inaudible), and I come from  
5 the Rooted Kekahi Me Ka Aina, and I am a keiki from  
6 this land. And I was born and raised in Whitmore  
7 Village, and I do not support this pedestrian bridge  
8 project.

9 CRISLYN: Hi, my name is Crislyn (inaudible), and  
10 I'm a keiki of this land and from Rooted Kekahi Me Ka  
11 Aina, and I don't support this pedestrian bridge  
12 project.

13 MALIA PASCUA: Hi. I'm Malia Pascua, and I don't  
14 support this pedestrian bridge project. I'm from  
15 Rooted Kekahi Me Ka Aina.

16 MEL KAMAUOHA: Aloha, everybody. My name is Mel  
17 Kamauoha. And, first of all, I'd like to thank the  
18 community, Wahiawa, Whitmore. Howzit. Oh, sorry, ah?

19 Howzit. My name is Mel Kamauoha. First, I'd  
20 like to thank the community, you know, Whitmore,  
21 Wahiawa, our representative, Amy, and David Cho, over  
22 here, of the Senator office of Dela Cruz. Sorry, this  
23 not really my thing, yeah, to speak on the microphone,  
24 but I was kind of like -- what's that -- like just went  
25 into it, yeah?

1 I don't know if anybody heard of recent events  
2 in Whitmore, but nobody going point fingers, ah, why  
3 things wasn't done, and stuff like that. But, anyway,  
4 moving forward, if anybody know about the two bills  
5 that the Senator had introduced, yeah? 'Cause my  
6 family was kind of following it, yeah? And backing it,  
7 and everything. But SB Senate Bill 2282, which is  
8 about our law enforcement, yeah, passed today. They  
9 passed, yeah? And, also, SB 2939 is regarding laws on  
10 the -- regarding laws on farm agricultural lands.

11 And so they're saying that -- I'm from Wahiawa.  
12 Wahiawa, too, yeah, born in Wahiawa. And I used to go  
13 school. Lived Palm Street, Cane Street, all housing.  
14 We used to walk from there, all the way to Wahiawa  
15 Elementary and go school, yeah? That's a good walk. I  
16 don't know how far is from here to over there, but just  
17 if you ever passed over there, you have passed there  
18 and gone to Botanical bridge, that's a pretty good  
19 pedestrian bridge.

20 I don't know how people feel, right now, if we  
21 focus on closing that bridge, but, you know, sometimes  
22 get one purpose, yeah, for things, even though might be  
23 pedestrians, not cars like that. But, you know,  
24 Wahiawa is like one island surrounded by, I don't know,  
25 rivers and valleys, and I don't know what kind of

1 expansion there can be in the future. I don't know if  
2 anybody like expansion, but if you look at it, like one  
3 bridge from here to there, is like connecting these  
4 neighborhoods, yeah? Wahiawa, Whitmore and then down  
5 Kukaniloko, over there, where the place of the aliis,  
6 that's like kids can walk over there, you know, learn  
7 about the culture, stuff. Field trips, you know.

8 Eh, mahalo, once again, and thank you for  
9 everything. Thanks.

10 CHAD NUGAL: Good evening. Chad Nugal, Whitmore  
11 resident 48 years, born and raised. First of all, I  
12 don't know who for ask, but, okay, this bridge that you  
13 guys talking about, how long this bridge going be?

14 KAREN CHUN: It depends which alignment ultimately  
15 gets chosen. So it varies.

16 CHAD NUGAL: Do you know? I mean there's three  
17 alternates.

18 RANDALL URASAKI: 500 to 600 feet.

19 CHAD NUGAL: 500 to 600 feet? Okay. Now, do you  
20 guys know what the distance is from the bridge to the  
21 water?

22 KAREN CHUN: Like, height?

23 CHAD NUGAL: Heightwise.

24 RANDALL URASAKI: About 80. 70's.

25 CHAD NUGAL: 70 to 80 feet?

1           RANDALL URASAKI: Yeah.

2           CHAD NUGAL: 500 feet long, 70 to 80 feet high.  
3 Okay. How many guys wen walk the bridge in the  
4 Botanical Gardens? You guys like that? It's kind of  
5 spooky, yeah? You can imagine walking across that,  
6 three times longer? Okay.

7           One nada reason why I'm against this, is the  
8 main reason why. Right now, in Whitmore, our crime  
9 rate here in Whitmore is low. Okay? We do have crime  
10 in here, yes. Not as bad as other places, because  
11 there's only one way in or one way out. You add this  
12 bridge, you inviting more crime. Okay? And it's not  
13 the kind crime where I going come to your house and I  
14 going steal everything from your house. It's the kind  
15 crime where I going come in, I going scope out your  
16 cars, smash and grab. Go inside your house, smash and  
17 grab. Crime rate going increase. Along with, like  
18 what other people said with the homeless, why they  
19 there? Try look and think about it.

20          KAREN CHUN: Thank you.

21          SHEILA GAGE: Hi, good evening. Thank you all for  
22 coming. I'm glad to see so many people from our  
23 community at one of these meetings. I'm Sheila Gage,  
24 fifth generation. Well, I have five generations here,  
25 I should say. I've been here 62 years. Not 62, I'm

1       sorry. I'm thinking of somebody. I've been here  
2       57 years. Born and raised in Wahiawa. And I do not  
3       support this bridge.

4               I know majority of the people that live in the  
5       bushes, because my daughter was also one of the  
6       residents. She is no longer there. But I still know  
7       almost each and every single one of them. I also  
8       volunteer at the Food Bank at St. Stephen's now. So I  
9       see a lot of these people come.

10              In any case, to me, this bridge would only  
11       invite more areas for these types of residents. We do  
12       have a lot more faces that are new to me and to my  
13       daughter, that's been coming out of nowhere. We don't  
14       know where they're coming from, but they're coming. So  
15       this would be just a new place for them to congregate  
16       and give the people that are on bikes and on foot, ways  
17       to get from one place to the other to do their criminal  
18       activities.

19              The police can't even -- I mean if crime is  
20       happening right next to the police station, and the  
21       police always there, getting called over there, what  
22       makes us as a community think that this bridge will be  
23       safe for our children and our grandparents or parents?  
24       It won't be, you know.

25              Fortunately, because I know these people, they

1 don't bother me. But that doesn't mean that they won't  
2 bother somebody else. They don't know my mom. I fear  
3 for my mom when she goes out. You know, she's 80 years  
4 old. She will never use this bridge, and none of her  
5 family will. So yeah, I do not support this bridge at  
6 all. Thank you.

7 STEVEN SMITHE: Hi. My name is Steven Smithe.  
8 I've been born and raised in Wahiawa, lived there  
9 65 years. And this is a waste of taxpayer dollars.  
10 You guys got to clean up your guys' act, clean up the  
11 area around here first. Because this homeless  
12 situation, the theft, and I've had my house raided.  
13 And this is all got to be taken care of. I would never  
14 let my grandkids or my kids walk on that bridge. I  
15 think it's a total waste of money, total waste of time.  
16 Thank you.

17 KEKAI PERRY: Aloha. I'm answering your call,  
18 sister, the beautiful young lady over there.

19 My name is Kekai Perry. I live in Wahiawa.  
20 Went school, King School in the '70s. It's now called  
21 Hanalani School, well indoctrinated at that time, but.  
22 I'm against the bridge. And I feel like I need to say  
23 I'm offended by the Department of Transportation for  
24 thinking that you can do consulting and projects and  
25 only now come to the community with something that

1 sounds like a done deal already. It's almost like you  
2 think we stupid enough that we cannot figure out that  
3 we have a voice.

4 And so it's my first time speaking up in  
5 Wahiawa, but I have to say, this community has a strong  
6 voice, and to come here and think that you can just  
7 shove it down our throats like this, and that's how I  
8 feel. You say here's the options and then "No Build"  
9 is going to be in a footnote. No. The option is,  
10 build or no build. And, right now, from what I can  
11 tell, it's a "no build." And you wasting any more  
12 money if you're going to pay for more consultants to  
13 consider options, because the community seems to not  
14 want any of these options.

15 So before you start wasting more money, think  
16 about how this whole process is so flawed, that it  
17 places us in a position where we feel like we have to  
18 be pushed up against the wall. I mean, we've seen  
19 what's happening around our islands. You push the  
20 community against the wall, you're not going to get the  
21 kind of response that you're hoping you get.

22 This is a perfect opportunity to take this  
23 stuff back to the drawing board, or not even a drawing  
24 board. Take it back to the office, file it where it  
25 belongs and move forward on the projects that the

1 people in Wahiawa really need and deserve.

2 MARSHA AKUNA: Aloha. Marsha Akuna. Simply put,  
3 my vote, nay, or, in other words, a`ole to this  
4 project.

5 CECIL HALE: My name is Cecil Hale. I live at  
6 120 Lohe Place, the same street as Max Dela Cruz. All  
7 right. How many people don't like this project? Raise  
8 your hand. That tells you how much this bridge is not  
9 going to work. How many people you see walking from  
10 Wahiawa back to Whitmore? How many?

11 MALE SPEAKER: One.

12 FEMALE SPEAKER: Plenty people. And they need to  
13 bring that bus route back. That's the thing.

14 CECIL HALE: Is that the guy with the brown jacket  
15 walks about 200 feet and he stops?

16 MALE SPEAKER: No, that's that girl.

17 CECIL HALE: I lived there 30 years. I see one  
18 guy. He's Class of '67 or Class of '68 of Leilehua.  
19 And he walks from old Whitmore to Foodland, and he  
20 walks back. That's the only guy I see.

21 And I appreciate what all these people say  
22 about drugs. You know what I think? The homeless is  
23 smarter than our government. Because, why? We pay  
24 taxes for our land. They don't pay taxes. They do  
25 drugs every morning when I go to work. I smell

1 marijuana.

2 I asked the cop, "What you guys going do with  
3 these guys over there?"

4 They said, "We cannot do nothing. Private  
5 property."

6 In my mind, I said, "What the hell we paying  
7 for?" Right? That's all I can say. It's a waste of  
8 time. Thank you.

9 WAYNE VIVEIROS: Hello. I'm Wayne Viveiros. I  
10 bought a house here at about 15 years ago, and it's  
11 been the best thing I've ever done. I'm from Kaimuki.  
12 I'm fourth generation Portuguese in Hawaii.

13 What I would like to say, that the only reason  
14 why I'm here tonight, is, I accidently went on the  
15 Transportation Department's website, and I saw that  
16 little blurb saying there's going to be a meeting in  
17 Wahiawa about this bridge. And I was saying, that's  
18 funny, we didn't get anything in the mail. I don't  
19 know about the rest of you, but I didn't get anything.

20 So I quickly, when I saw that, I thought this  
21 doesn't look like a project people are going to be for.  
22 And so I quickly called up some people that I know, and  
23 they're here tonight because me calling them, I  
24 believe, I hope. And I didn't want to make up my mind  
25 until I got to this meeting and heard what it's about,

1 and now that I listen to everybody here, you know, I'm  
2 totally against this project because there's not enough  
3 information.

4 TERESA: Aloha. My name is Teresa. I am born and  
5 raised in Wahiawa. I'm Class of 1993 at Leilehua. The  
6 boards are really pretty. I remember when I was a  
7 junior, senior, and I did projects attached to the  
8 state and the city, with regards to things like they  
9 wanted students to be involved 'cause this is our  
10 future. They wanted our ideas and what would we like  
11 to see. We wanted to see bridges going across so we  
12 could walk back and forth from our friend's house, over  
13 to the park, we could go swimming. We wanted to see  
14 Mililani Tech Park be involved to make things for us.

15 And in that projected 1994 studies, where we  
16 put our input and all our stuff, we didn't expect that  
17 we would have to wait 30 years later. 'Cause if we  
18 knew we had to wait 30 years later, it would probably  
19 wouldn't be safe. It wouldn't be what it was 30 years  
20 ago. We would have used it 30 years ago. Why wait  
21 30 years?

22 FEMALE SPEAKER: 36.

23 TERESA: Yeah, 36. Well, why would we wait that  
24 long to come to fruition? It's too late. That was our  
25 thoughts and our process and what we wanted to do. Why

1 don't we ask the kids today what they want? Why don't  
2 we fix what we have? Why don't we get infrastructure?  
3 Why don't we have sidewalks?

4           You going put one bridge onto Palm Street?  
5 They don't have sidewalks, let alone a traffic light  
6 over there. You going have tutu going across over  
7 there, trying to go across? You know, this project, it  
8 looked good when we first helped plan it. It looked  
9 fabulous. That's not the project we have today, where  
10 it's going to be, that's wrong.

11           At least spell -- if you're going to spell  
12 "Wahiawa" with a kahako over it, every single word,  
13 every single city, every single street should be  
14 spelled properly. Because you misspell it with missing  
15 an okina, you might as well not have spelled it at all.  
16 Mahalo.

17           And although T.J. said just come up and say yea  
18 or nay, I challenge everyone to take your paper for  
19 comments, and take five with you. Find five friends.  
20 They need those papers. Our voices here are great.  
21 Paper in a report? Amazingly better. I challenge  
22 everyone. I'm going to take five-plus. Let's find  
23 some people in our community to send those in. And if  
24 you have kupuna that can't get us down, take it back  
25 from them and we can come up with stamps. Okay?

1           FARRAH CANIONERO: My name is Farrah Canionero. I  
2 represent the Omalza family, who've been living in  
3 Whitmore, born and raised all their life.

4           So I do not support the pedestrian project  
5 bridge. One reason is that nobody is going to use that  
6 bridge. It's an isolated area. What they should do is  
7 bring back the old bus route schedule so maybe the  
8 people in this community doesn't have to walk. Yeah.

9           CHAD NUGAL: I forgot couple stuff. First of  
10 all -- oh, my name again, Chad. Whitmore resident.  
11 Okay. How many you guys here know how much this  
12 project going cost? How much this project supposed to  
13 cost?

14          T.J.: 13.5 million.

15          CHAD NUGAL: 13.5 million. 13.5 million, we can  
16 improve Kamehameha Highway, by the bridge, yeah?  
17 People can walk. 13.5 million, we can improve --  
18 13.5 million, we can put sidewalks in Whitmore. Okay.  
19 Use the money to improve what we have now.

20          KAREN CHUN: Thank you for your input. And I  
21 appreciate all of you following the ground rules.

22          FEMALE SPEAKER: One more speaker.

23          KAREN CHUN: Oh, okay. Sorry, I didn't see you  
24 there. And she will be our last speaker.

25          ASHLEY OMALZA: My name is Ashley Omalza, and I'm

1 not for this bridge. I don't think we should use this  
2 money for this bridge. I think we should invest this  
3 money in our future. The kids already, look at our  
4 kids. They said they're not for this project. We  
5 should invest this money in fixing the gyms, building  
6 sidewalks for them to walk, making this community safer  
7 for them. Having community projects and things that  
8 the kids can do so that they don't go the route of  
9 drugs. I mean, you know, this money can be used for so  
10 many other things, other than this bridge.

11 Like, for real, Whitmore is a rainy place. Who  
12 wants their kids to walk through red dirt? By the time  
13 you get to Wahiawa, you going to be dirty. You going  
14 look like the homeless people. You know what I mean?

15 Use this money to provide for our children, for  
16 our future. 'Cause these people who planned this, they  
17 not going to use the bridge. Our kids and our future  
18 going use 'em, you know. So use this money where it's  
19 going to be invested where it's going to be.

20 KAREN CHUN: She had her turn already, so the rest  
21 of you who would like to comment, please use our  
22 alternative means of commenting. We have papers. And  
23 I thank you for coming to this meeting.

24 T.J.: Okay. So I don't need the microphone. What  
25 I want to ask is, now that you've heard what the

1 community has to say, what is the next step? What are  
2 you guys going to do with what we've said, and where is  
3 this process going to go now? Because, obviously, and  
4 we've got Senator Dela Cruz's guy over there, we've got  
5 Representative Amy Perruso here, what happens now?  
6 Because if I have to help them draft a letter that says  
7 we can use this money elsewhere, you guys all have my  
8 number, right, David? David, right? You have my  
9 number. Representative Perruso, you have my number.  
10 So now that we've said what we had to say, what are we  
11 going to do now?

12 KAREN CHUN: So we do have a process, like I said.  
13 And "no build" is an alternative. It's on there, and  
14 we will --

15 RACHEL ADAMS: One of the issues that I heard  
16 recurring is the idea of funding, where this funding  
17 can be used elsewhere in the community. And perhaps  
18 one of the things that might be better explained,  
19 Karen, you can explain to the community exactly how  
20 transportation funding works, that it's not something  
21 that we can just take it and use elsewhere.

22 KAREN CHUN: So this project is appropriated  
23 through the legislature for a specific purpose, which  
24 is our proposed project.

25 FEMALE SPEAKER: Which is CIP?

1 KAREN CHUN: CIP, correct.

2 FEMALE SPEAKER: Not that particular project.

3 KAREN CHUN: No. It's appropriated as a line item  
4 for this purpose. If you want other needs, then you  
5 work with your legislatures for what you've all brought  
6 up as other needs. So we're looking for your comments  
7 to our project, which I'm glad you all did. You did.  
8 And we heard you. And we are going to consider all of  
9 your comments that you made, and for the reasons you  
10 made them.

11 And we're going to take it back to our  
12 administration and your representatives, as well,  
13 because they helped appropriate the money for us to  
14 construct, or not, this project. Okay?

15 T.J.: Okay. So now that you said that, I would  
16 like to call up Representative Amy Perruso because she  
17 helped us do research on what I said to you about the  
18 money, being able to get thrown back into the pot for  
19 the Wahiawa community and not back into the General  
20 Fund as has been said here. So Representative Perruso,  
21 everyone, nice hand for Representative Perruso.

22 AMY PERRUSO: So, just to clarify, I have gotten  
23 more email on this topic -- oh, and the Senator is  
24 here, I'm glad -- on this topic than any other topic in  
25 this session. And it has been uniformly in opposition.

1 So I have been concerned. And so I raised questions,  
2 what do we do, moving forward, in the face of this kind  
3 of opposition, what are the options for the community?  
4 Because I know that that appropriation was hard fought.  
5 The monies from the state, it's not easy to get  
6 appropriations for projects like these.

7 There was a lot of, you know, planning, and  
8 there are a lot of political discussions and this is  
9 part of a larger vision, right? So it's not an easy  
10 conversation. But I was told, and the Senator can  
11 correct me if I am wrong, but I was told that should  
12 the community be uniformly, fairly uniformly in  
13 opposition, that it was my responsibility to  
14 communicate that to the Governor's office. And what  
15 would happen is that these funds would be returned back  
16 to the General Fund. But that they could also, that  
17 they could be used for projects for this community,  
18 around transportation issues. So, you know, including  
19 sidewalks and roads, and so on.

20 So I don't know if Senator wants to correct me  
21 or if there's some misunderstanding, but that is my  
22 understanding.

23 DONOVAN DELA CRUZ: Thank you. Aloha, and thank  
24 you for coming today. So about three years ago, the  
25 money was put into the budget. It's going to lapse, I

1 think, pretty soon. This project came about when the  
2 bridge was out. Every time DOT has to do some kind of  
3 repair, there's no way for Whitmore guys to kind of  
4 have some easy access.

5 So we asked DOT, "Well, can we create a  
6 secondary access road?"

7 And DOT told us, "You know what? It's not  
8 going to be a high-use road." In the sense when DOT  
9 uses federal funds, they look at high capacity  
10 projects. So they try to use more people -- because so  
11 many cars go on H-1, driving into town, thousands of  
12 cars, they're saying that's going to be their priority.  
13 It's not going to be a project where there's not high  
14 capacity. So that's how this came about.

15 So it's not necessarily DOT funds, or federal  
16 highway funds, or funds that are coming from the gas  
17 tax or the vehicle weight tax. This is CIP money.  
18 This was the only way we could get in the project. And  
19 so Alena Pule at the time had really tried to push for  
20 some kind of secondary access for Whitmore. And so  
21 that's how this came about. When the community at the  
22 time had asked, while she was still alive, to say, "Eh,  
23 we need something."

24 And this was the only thing that we could get  
25 DOT to agree to. Because DOT would not do, and the

1 city was not interested in really doing another vehicle  
2 road. So this is what we got into, the budget.

3 The way the budget works is once it's in the  
4 budget as a line item, it says Whitmore Pedestrian  
5 Bridge, if the monies are not spent, they just lapse.  
6 You can't reappropriate them.

7 I mean if, say, it was from another year, we're  
8 done with that budget. The only way that it could have  
9 been done is, in the second year of the biennium, you  
10 could have amended the budget, take it out and put it  
11 back in for the second year. But we can't go back  
12 because it was from another fiscal year. So if the  
13 monies don't get spent, then it just lapses. It  
14 doesn't get spent again.

15 MALE SPEAKER: Instead of doing one pedestrian  
16 bridge, why don't you fix the whole bridge we have?

17 DONOVAN DELA CRUZ: So that's where DOT is saying  
18 that that's a different pot of money. Because we can  
19 use highway funds for the bridge.

20 MALE SPEAKER: Then why don't you?

21 KAREN CHUN: We have money in there. It's on DOT's  
22 project list to fix Kamehameha Highway and the bridge.

23 MALE SPEAKER: Fix it or replace it.

24 DONOVAN DELA CRUZ: No, they're not going to  
25 replace it. Because that would mean you definitely

1 need some kind of access. And that would be out for  
2 quite some time. I mean, I think a lot of people  
3 remember when they built the bridge, replacing the  
4 airplane bridge, how long that took?

5 FEMALE SPEAKER: We still had access. They worked  
6 on one side first.

7 DONOVAN DELA CRUZ: Yeah, 'cause they widened it.  
8 I mean if --

9 FEMALE SPEAKER: They worked on one side first,  
10 and --

11 DONOVAN DELA CRUZ: Yeah, so if that's something  
12 that the community wants, they can ask it, then Amy and  
13 I can try getting it into the budget, but that's  
14 separate from this line item where the monies would  
15 lapse. So at a previous meeting, the community had  
16 told me, well, we want to try to get sidewalks. So  
17 Whitmore can only do -- the state can only do Whitmore  
18 Avenue because that's a state road. So we did put in  
19 some money, about 850,000, so that we can continue the  
20 sidewalk from Kahekani, all the way to the gym. So  
21 that money is in the budget, that's a project that  
22 we're trying to work on, too. So we can only put in  
23 monies for projects that are state related.

24 MALE SPEAKER: Well, let the money go back. Don't  
25 spend it --

1 DONOVAN DELA CRUZ: No, there's no back. It just  
2 lapses.

3 FEMALE SPEAKER: Let it lapse. Let it lapse.

4 MALE SPEAKER: No sense spend the money foolishly,  
5 but nobody is going to use that God-damned thing.

6 DONOVAN DELA CRUZ: It's up to the community. I  
7 mean, we're not trying to push anything.

8 MALE SPEAKER: Okay. Right on.

9 DONOVAN DELA CRUZ: But it was a request that came  
10 from the community.

11 KAREN CHUN: Everybody, thank you. Everybody,  
12 thank you for being respectful, and your time. And I  
13 appreciate your input to the project.

14 FEMALE SPEAKER: Where do we get more information?

15 KAREN CHUN: We have our DOT website and we have  
16 our contact, or you can come talk to us after I  
17 adjourn. Thank you very much. Drive safe.

18 (Session concluded at 7:26 p.m.)

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C E R T I F I C A T E

STATE OF HAWAII )  
 ) SS.  
CITY AND COUNTY OF HONOLULU )

I, Elsie Terada, Certified Shorthand Reporter, Certificate No. 437, for the State of Hawaii, hereby certify:

The foregoing transcript is a true and correct copy of the original transcript of the proceeding taken before me as therein stated.

Dated this 12th day of March, 2020, in Honolulu, Hawaii.

  
\_\_\_\_\_

ELSIE TERADA, CSR NO. 437



# Appendix A-2

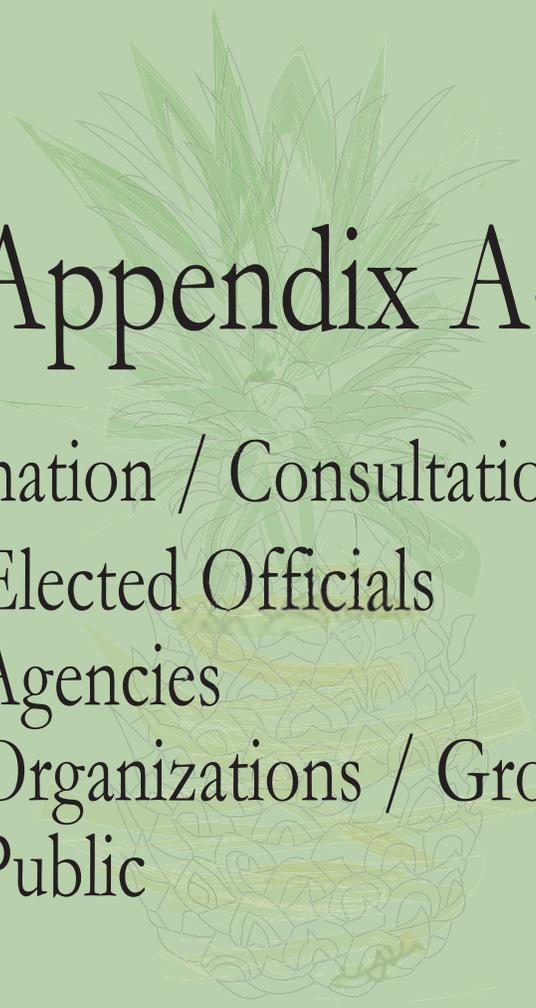
Coordination / Consultation Efforts

Elected Officials

Agencies

Organizations / Groups

Public





## Yuen, Holly

---

**From:** Yuen, Holly  
**Sent:** Thursday, February 27, 2020 10:47 AM  
**To:** Rep. Amy A. Perruso  
**Subject:** RE: Whitmore Village- Wahiawā Pedestrian Bridge

Amy,

I only have HDOT's project number - HWY-O-07-18.

Holly

**From:** Rep. Amy A. Perruso <repperruso@capitol.hawaii.gov>  
**Sent:** Thursday, February 27, 2020 10:21 AM  
**To:** Yuen, Holly <holly.yuen@hawaii.gov>  
**Subject:** Whitmore Village- Wahiawā Pedestrian Bridge

Aloha Holly,

Can you send me the project number for the bridge, please?

Mahalo,

Amy

**Yuen, Holly**

---

**From:** Kennedy, Henry  
**Sent:** Friday, March 06, 2020 3:44 PM  
**To:** Kraska, Johnathon L  
**Cc:** Yuen, Holly  
**Subject:** RE: HWY-DS 2.1427

Aloha Johnathon,

Acknowledging receipt of your email.

Thanks,  
Henry

**From:** Kraska, Johnathon L <johnathon\_kraska@fws.gov>  
**Sent:** Monday, March 02, 2020 6:38 AM  
**To:** Kennedy, Henry <henry.kennedy@hawaii.gov>  
**Subject:** [EXTERNAL] HWY-DS 2.1427

Good morning Henry,

This is in response to the proposed pedestrian facility from Whitmore village to Wahiawa town. After looking at our dataset, I don't see any differences in environmental concerns with either option for placement. We do not know of any future projects in that area, ongoing or planned. As far as permitting goes, the service recommends ESA section 7 consultation for potential effects to listed species depending on project actions and when they occur. Please feel free to contact us if you have any questions regarding this response. Thank you for your early coordination.

Johnathon

Johnathon Kraska

Endangered Species Biologist

U.S. Fish and Wildlife Service

Pacific Islands Fish and Wildlife Office

300 Ala Moana Boulevard, Room 3-122

Honolulu, Hawaii 96850

Office: (808) 792-9427, Mobile: (808) 853-8073



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Pacific Islands Fish and Wildlife Office  
300 Ala Moana Boulevard, Room 3-122  
Honolulu, Hawaii 96850



In Reply Refer To:  
01EPIF00-2020-TA-0183  
HWY-DS 2.1427

March 18, 2020

Mr. Henry Kennedy  
State of Hawaii  
Department of Transportation  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

Subject: Pre-assessment consultation Wahiawa pedestrian bridge, Wahiawa, Oahu

Dear Mr. Kennedy:

Thank you for your recent correspondence requesting technical assistance on species biology, habitat, or life requisite requirements. The Pacific Islands Fish and Wildlife Office (PIFWO) of the U.S. Fish and Wildlife Service (Service) appreciates your efforts to avoid or minimize effects to protected species associated with your proposed actions. We provide the following information for your consideration under the authorities of the Endangered Species Act (ESA) of 1973 (16 U.S.C. 1531 *et seq.*), as amended.

Due to significant workload constraints, PIFWO is currently unable to specifically address your information request. The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. Based on your project location and description, we have noted the species most likely to occur within the vicinity of the project area, in the '**Occurs In or Near Project Area**' column. Please note this list is not comprehensive and should only be used for general guidance. We have added to the PIFWO website, located at <https://www.fws.gov/pacificislands/promo.cfm?id=177175840> recommended conservation measures intended to avoid or minimize adverse effects to these federally protected species and best management practices to minimize and avoid sedimentation and erosion impacts to water quality.

If you are representing a federal action agency, please use the official species list on our web-site for your section 7 consultation. You can find out if your project occurs in or near designated critical habitat here: <https://ecos.fws.gov/ipac/>.

INTERIOR REGION 9  
COLUMBIA-PACIFIC NORTHWEST

IDAHO, MONTANA\*, OREGON\*, WASHINGTON  
\*PARTIAL

INTERIOR REGION 12  
PACIFIC ISLANDS

AMERICAN SAMOA, GUAM, HAWAII, NORTHERN  
MARIANA ISLANDS

Under section 7 of the ESA, it is the Federal agency's (or their non-Federal designee) responsibility to make the determination of whether or not the proposed project "may affect" federally listed species or designated critical habitat. A "may affect, not likely to adversely affect" determination is appropriate when effects to federally listed species are expected to be discountable (*i.e.*, unlikely to occur), insignificant (minimal in size), or completely beneficial. This conclusion requires written concurrence from the Service. If a "may affect, likely to adversely affect" determination is made, then the Federal agency must initiate formal consultation with the Service. Projects that are determined to have "no effect" on federally listed species and/or critical habitat do not require additional coordination or consultation.

Implementing the avoidance, minimization, or conservation measures for the species that may occur in your project area will normally enable you to make a "may affect, not likely to adversely affect" determination for your project. If it is determined that the proposed project may affect federally listed species, we recommend you contact our office early in the planning process so that we may assist you with the ESA compliance. If the proposed project is funded, authorized, or permitted by a Federal agency, then that agency should consult with us pursuant to section 7(a)(2) of the ESA. If no Federal agency is involved with the proposed project, the applicant should apply for an incidental take permit under section 10(a)(1)(B) of the ESA. A section 10 permit application must include a habitat conservation plan that identifies the effects of the action on listed species and their habitats, and defines measures to minimize and mitigate those adverse effects.

We appreciate your efforts to conserve endangered species. We regret that we cannot provide you with more specific protected species information for your project site. If you have questions that are not answered by the information on our website, you can contact PIFWO at (808) 792-9400 and ask to speak to the lead biologist for the island where your project is located.

Sincerely,

**Aaron  
Nadig**

Digitally signed by  
Aaron Nadig  
Date: 2020.03.18  
12:33:00 -10'00'

Island Team Manager  
Pacific Islands Fish and Wildlife Office

cc: Holly Yuen

The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. For your guidance, we've marked species that may occur in the vicinity of your project, this list is not comprehensive and should only be used for general guidance.

<u>Scientific Name</u>	<u>Common Name / Hawaiian Name</u>	<u>Federal Status</u>	<u>May Occur In Project Area</u>
<b>Mammals</b>			
<i>Lasiurus cinereus semotus</i>	Hawaiian hoary bat/ 'ōpe'ape'a	E	<input checked="" type="checkbox"/>
<b>Reptiles</b>			
<i>Chelonia mydas</i>	Green sea turtle/honu - Central North Pacific DPS	T	<input type="checkbox"/>
<i>Erectmochelys imbricata</i>	Hawksbill sea turtle/ Honu 'ea	E	<input type="checkbox"/>
<b>Birds</b>			
<i>Anas wyvilliana</i>	Hawaiian duck/ koloa	E	<input type="checkbox"/>
<i>Branta sandvicensis</i>	Hawaiian goose/ nēnē	E	<input type="checkbox"/>
<i>Fulica alai</i>	Hawaiian coot/ 'alae kea	E	<input checked="" type="checkbox"/>
<i>Gallinula galeata sandvicensis</i>	Hawaiian gallinule/ 'alae 'ula	E	<input checked="" type="checkbox"/>
<i>Himantopus mexicanus knudseni</i>	Hawaiian stilt/ Ae'o	E	<input checked="" type="checkbox"/>
<i>Oceanodroma castro</i>	Band-rumped storm-petrel/ 'akē'akē	E	<input checked="" type="checkbox"/>
<i>Pterodroma sandwichensis</i>	Hawaiian petrel/ 'ua'u	E	<input checked="" type="checkbox"/>
<i>Puffinus auricularis newelli</i>	Newell's shearwater/ 'a'o	T	<input checked="" type="checkbox"/>
<i>Ardenna pacificus</i>	Wedge-tailed Shearwater/ 'ua'u kani	MBTA	<input type="checkbox"/>
<i>Gygis alba</i>	White Tern/ manu-o-kū	MBTA	<input type="checkbox"/>
<i>Buteo solitarius</i>	Hawaiian hawk/ 'io	E	<input type="checkbox"/>
<b>Insects</b>			
<i>Manduca blackburni</i>	Blackburn's sphinx moth	E	<input type="checkbox"/>
<i>Megalagrion pacificum</i>	Pacific Hawaiian Damselfly	E	<input type="checkbox"/>
<i>M. xanthomelas</i>	Orangeblack Hawaiian Damselfly	E	<input type="checkbox"/>
<i>M. nigrohamatum nigrolineatum</i>	Blackline Hawaiian Damselfly	E	<input type="checkbox"/>

<b>Plants</b>				
<u>Scientific Name</u>	<u>Common Name or Hawaiian Name</u>	<u>Federal Status</u>	<u>Locations</u>	<u>May Occur In Project Area</u>
<i>Abutilon menziesii</i>	Ko'oloa'ula	E	O, L, M, H	<input type="checkbox"/>
<i>Achyranthes splendens</i> var. <i>rotundata</i>	'Ewa hinahina	E	O	<input type="checkbox"/>
<i>Bonamia menziesii</i>	No common name	E	K, O, L, M, H	<input type="checkbox"/>
<i>Canavalia pubescens</i>	'Āwikiwiki	E	Ni, K, L, M	<input type="checkbox"/>
<i>Colubrina oppositifolia</i>	Kauila	E	O, M, H	<input type="checkbox"/>
<i>Cyperus trachysanthos</i>	Pu'uka'a	E	K, O	<input type="checkbox"/>
<i>Gouania hillebrandii</i>	No common name	E	Mo, M	<input type="checkbox"/>
<i>Hibiscus brackenridgei</i>	Ma'o hau hele	E	O, Mo, L, M, H	<input type="checkbox"/>
<i>Ischaemum byrone</i>	Hilo ischaemum	E	K, O, Mo, M, H	<input type="checkbox"/>
<i>Isodendrion pyriformium</i>	Wahine noho kula	E	O, H	<input type="checkbox"/>
<i>Marsilea villosa</i>	'Ihi'ihii	E	Ni, O, Mo	<input type="checkbox"/>
<i>Mezoneuron kavaiense</i>	Uhiuhi	E	O, H	<input type="checkbox"/>
<i>Nothoestrum breviflorum</i>	'Aiea	E	H	<input type="checkbox"/>
<i>Panicum fauriei</i> var. <i>carteri</i>	Carter's panicgrass	E	Molokini Islet (O), Mo	<input type="checkbox"/>
<i>Panicum niuhauense</i>	Lau'ehu	E	K	<input type="checkbox"/>
<i>Peucedanum sandwicense</i>	Makou	E	K, O, Mo, M	<input type="checkbox"/>
<i>Pleomele (Chrysodracon)</i> <i>hawaiiensis</i>	Halapepe	E	H	<input type="checkbox"/>
<i>Portulaca sclerocarpa</i>	'Ihi	E	L, H	<input type="checkbox"/>
<i>Portulaca villosa</i>	'Ihi	E	Le, Ka, Ni, O, Mo, M, L, H, Nihoa	<input type="checkbox"/>
<i>Pritchardia affinis</i> ( <i>maideniana</i> )	Loulu	E	H	<input type="checkbox"/>
<i>Pseudognaphalium</i> <i>sandwicense</i> var. <i>molokaiense</i>	'Ena'ena	E	Mo, M	<input type="checkbox"/>
<i>Scaevola coriacea</i>	Dwarf naupaka	E	Mo, M	<input type="checkbox"/>
<i>Schenkia (Centaurium)</i> <i>sebaeoides</i>	'Āwiwi	E	K, O, Mo, L, M	<input type="checkbox"/>
<i>Sesbania tomentosa</i>	'Ōhai	E	Ni, Ka, K, O, Mo, M, L, H, Necker, Nihoa	<input type="checkbox"/>
<i>Tetramolopium rockii</i>	No common name	T	Mo	<input type="checkbox"/>
<i>Vigna o-wahuensis</i>	No common name	E	Mo, M, L, H, Ka	<input type="checkbox"/>

Location key: O=O'ahu, K=Kaua'i, M=Maui, H=Hawai'i Island, L=Lāna'i, Mo=Moloka'i, Ka=Kaho'olawe, Ni=Ni'ihau, Le=Lehua



DEPARTMENT OF THE NAVY  
COMMANDER  
NAVY REGION HAWAII  
850 TICONDEROGA ST STE 110  
JBP311, HAWAII 96860-5101

11101  
N00  
March 25, 2020

Ms. Karen Chun  
State of Hawaii Department of Transportation  
Highways Division  
601 Kamokila Boulevard  
Kapolei, HI 96707

Dear Ms. Chun:

SUBJECT: HAWAII REVISED STATUTES CHAPTER 343 SCOPING AND  
PRE-ASSESSMENT CONSULTATION WAHIAWA PEDESTRIAN BRIDGE,  
WHITMORE VILLAGE TO WAHIAWA, ISLAND OF OAHU, STATE OF  
HAWAII

Thank you for your letter of February 18, 2020 requesting Navy input on the State of Hawaii Department of Transportation, Highways Division project to construct a new non-vehicular bridge over Kiiiki Stream to enable bicycle/pedestrian travel between Whitmore Village and Wahiawa Town. My staff reviewed the project description, location map, and three potential route alignments and offer the following comments:

Future Navy Projects – The Navy has future projects planned for nearby Wahiawa Annex, which may introduce additional personnel at the installation. As the general area is developed, the Navy welcomes opportunities to engage with the State to ensure that future growth in the area occurs in a manner that is compatible and protects the safety of the community.

Traffic and Pedestrian Safety along Whitmore Avenue – Construction of the pedestrian bridge and future development in the area will generate an increase in vehicular and pedestrian traffic along Whitmore Avenue. The Navy is concerned with the potential increase in traffic congestion on streets leading to the installation entry point and requests increased pedestrian/bicyclist measures be considered at key intersections with Whitmore Avenue and where Whitmore Avenue may be jointly utilized by vehicles, bicyclists, and pedestrians.

General Public Safety and Security – The pedestrian bridge proposed is in areas that are not readily visible from major streets, particularly on the Wahiawa Town end of the bridge. Consider measures such as security lighting, limited access hours, and increased security patrols to address user safety. With recent incidences of trespassing and unlawful activities occurring on unmonitored, undeveloped State land in Whitmore Village, we are concerned that a bridge at this location may foster undesirable activities, such as loitering and dumping, and act as an attractive nuisance.

Environmental – We are unaware of any environmental issues based on the information provided.

11101  
N00  
March 25, 2020

Navy Preferred Alignment - The North Cane Street alignment appears to be best suited to address the concerns noted above. This route provides a direct path from the Wahiawa Transit Station and passes in front of the Wahiawa Police Department. Cane Street is wider than the other street alignments under consideration, contains a mix of land uses, and is developed with sidewalks.

As a neighbor in the Whitmore Village community, the Navy welcomes the opportunity to continue participating in this process and looks forward to reviewing the draft Environmental Assessment. Thank you very much for listening to our input and we look forward to hearing from you. If you have additional questions, please contact Commander Samuel Johnson at (808) 473-4138 or email [samuel.a.johnson2@navy.mil](mailto:samuel.a.johnson2@navy.mil).

Sincerely,

A handwritten signature in black ink, appearing to read "M. R. Delao", with a long horizontal flourish extending to the right.

M. R. DELAO  
Regional Engineer  
By direction  
of the Commander

Enclosure: JBPHH Wahiawa Pedestrian Bridge Comments

## Comment Matrix for HRS 343 and Pre-Assessment Consultation: Wahiawa Pedestrian Bridge

Types of Comments: T=Technical, E=Editorial, G=Grammatical

Originator Name	Organization	Page #	Type of Comment	Description of Comment/Issue	Status/Resolution
	JBPHH PW			Navy requests ongoing engagement throughout the Scoping and Draft Environmental Basement Process to ensure that future project is compatible with Navy's land use and mission.	
	NCTAMS PAC			The State should ensure traffic impact to the Joint Base installation is minimized, as Joint Base Pearl-Harbor Hickam Wahiawa Annex currently experiences traffic congestion to/from the Installation's entry control points; particularly when Whitmore Avenue is closed.	
	JBPHH PW & NIOC			There are future Navy projects planned at Wahiawa Annex, which will introduce additional personnel at the Installation. The Navy requests ongoing engagement in order to ensure that both State and Navy projects can appropriately plan and accommodate for the area's future growth and traffic.	
	JBPHH PW			State should take steps to ensure that project does not introduce any illegal activity on Navy owned roads. Navy will not be held responsible for eradicating such activities on non-Navy owned lands. State should coordinate with surrounding property to address illegal activities on State and private properties, if it were to occur in the future.	

DAVID Y. IGE  
GOVERNOR



CURT T. OTAGURO  
COMPTROLLER  
AUDREY HIDANO  
DEPUTY COMPTROLLER

**STATE OF HAWAII**  
**DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES**  
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

(P) 20.009

**FEB 27 2020**

**MEMORANDUM**

**TO:** Karen Chun, Engineering Program Manager  
Department of Transportation

**FROM:** Curt T. Otaguro  
Comptroller 

**SUBJECT:** Hawaii Revised Statutes (HRS) Chapter 343 Scoping  
and Pre-Assessment Consultation  
Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa  
Wahiawa, Island of Oahu, State of Hawaii

**RECEIVED**  
**MAR 03 2020**  
TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

Thank you for including the Department of Accounting and General Services (DAGS) in your scoping and pre-assessment consultation process on the subject project.

From the information that your memorandum, dated February 18, 2020, has provided, the project does not appear to have direct impacts on any of DAGS' existing facilities in Wahiawa. We do note, however, the project's intent to connect the planned new multimodal bridge with pathways that lead to the Wahiawa Transit Center, which adjoins our Wahiawa Civic Center. Because we are beginning to look at redevelopment options for the civic center parcel, your project will be of interest to us, and we look forward to the upcoming issuance of the Draft Environmental Assessment for your project.

If you have any questions, your staff may contact Mr. Dennis Chen of the Public Works Division at 586-0491.

DYKC:jl

DAVID Y. IGE  
GOVERNOR



CRAIG K. HIRAI  
DIRECTOR

ROBERT YU  
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM  
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND  
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII  
DEPARTMENT OF BUDGET AND FINANCE  
P.O. BOX 150  
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE  
BUDGET, PROGRAM PLANNING AND  
MANAGEMENT DIVISION  
FINANCIAL ADMINISTRATION DIVISION  
OFFICE OF FEDERAL AWARDS MANAGEMENT (OFAM)

February 28, 2020

TO: Ms. Karen Chun, Engineering Program Manager  
Design Branch, Highways Division  
Department of Transportation

FROM: Craig K. Hirai  
Director of Finance

A handwritten signature in black ink, appearing to read "Craig K. Hirai".

SUBJECT: Hawai'i Revised Statutes Chapter 343 Scoping and Pre-Assessment  
Consultation for the Wahiawa Pedestrian Bridge, Whitmore Village to  
Wahiawa, Island of O'ahu, State of Hawai'i

This is to acknowledge receipt of your memorandum dated February 18, 2020, which is soliciting comments on the Hawai'i Revised Statutes Chapter 343 Scoping and Pre-Assessment Consultation for the Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa, Island of O'ahu, State of Hawai'i.

The Department of Budget and Finance has no comments at this time.

RECEIVED  
MAR 04 2020  
TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

DAVID Y. IGE  
GOVERNOR

HIGHWAY DESIGN BRANCH, ROOM 688A  
BRIDGE DESIGN SECTION, ROOM 611  
CADASTRAL DESIGN SECTION, ROOM 600  
HIGHWAY DESIGN SECTION, ROOM 609  
HYDRAULIC DESIGN SECTION, ROOM 636  
LANDSCAPING DESIGN SECTION, ROOM 688A  
TECHNICAL DESIGN SECTION, ROOM 688



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
601 KAMOKILA BOULEVARD  
KAPOLEI, HAWAII 96707

February 18, 2020

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
LYNN A.S. ARAKI-REGAN  
DEREK J. CHOW  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-DS 2.1428

RECEIVED

FEB 21 2020

Division of Aquatic Resources  
6097

TO: BRIAN NEILSON, ADMINISTRATOR  
DIVISION OF AQUATIC RESOURCES  
DEPARTMENT OF LAND AND NATURAL RESOURCES

FROM: <sup>Karen Chun</sup> KAREN CHUN  
ENGINEERING PROGRAM MANAGER  
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: HAWAII REVISED STATUTES (HRS) CHAPTER 343 SCOPING  
AND PRE-ASSESSMENT CONSULTATION  
WAHIAWA PEDESTRIAN BRIDGE,  
WHITMORE VILLAGE TO WAHIAWA  
WAHIAWA, ISLAND OF OAHU, STATE OF HAWAII

RECEIVED

MAR 18 2020

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

The State of Hawaii Department of Transportation, Highways Division (HDOT) is proposing to construct a shared use bicycle/pedestrian facility from Whitmore Village to Wahiawa Town, which includes a new non-vehicular bridge over Kiikii Stream. Please refer to the enclosed *Project Location Map* for the project location and potential route alternatives. The shared use path is intended to drastically reduce the time and distance between Whitmore Village and Wahiawa Town by creating an additional multimodal connector from Whitmore Village to the Wahiawa Transit Center. Moreover, the project would fulfill the stated objectives within the Proposed 2016 Central Oahu Sustainable Communities Plan of designing communities to reduce automobile usage, while supporting walking, biking, and transit use. HDOT is reaching out to you as well as other City, State, federal agencies, and the surrounding community to gather project input.

HDOT, as part of the HRS Chapter 343 process, is evaluating three routes: (1) along Palm Street, (2) along North Cane Street, and (3) along Koa Street. We are interested in any information you may have related to the project, including any design concerns, as well as any environmental or social concerns within the project area. Also, we would like to know if you have any recent or upcoming projects planned in the area, or if there are any specific permitting issues or considerations that you'd like to bring to our attention. We would appreciate receiving such information in writing within 30 days of the date of this letter. The information will assist us in preparing the Draft Environmental Assessment, which is anticipated to be released in late March of 2020.

BRIAN NEILSON  
February 18, 2020  
Page 2

HWY-DS 2.1428

A public informational meeting will be held on Wednesday, February 26, 2020 from 6:00 p.m. to 7:30 p.m. at Helemano Elementary School's Cafeteria (1001 Ihihi Avenue, Wahiawa, Hawaii, 96786). We look forward to hearing from interested parties there, too.

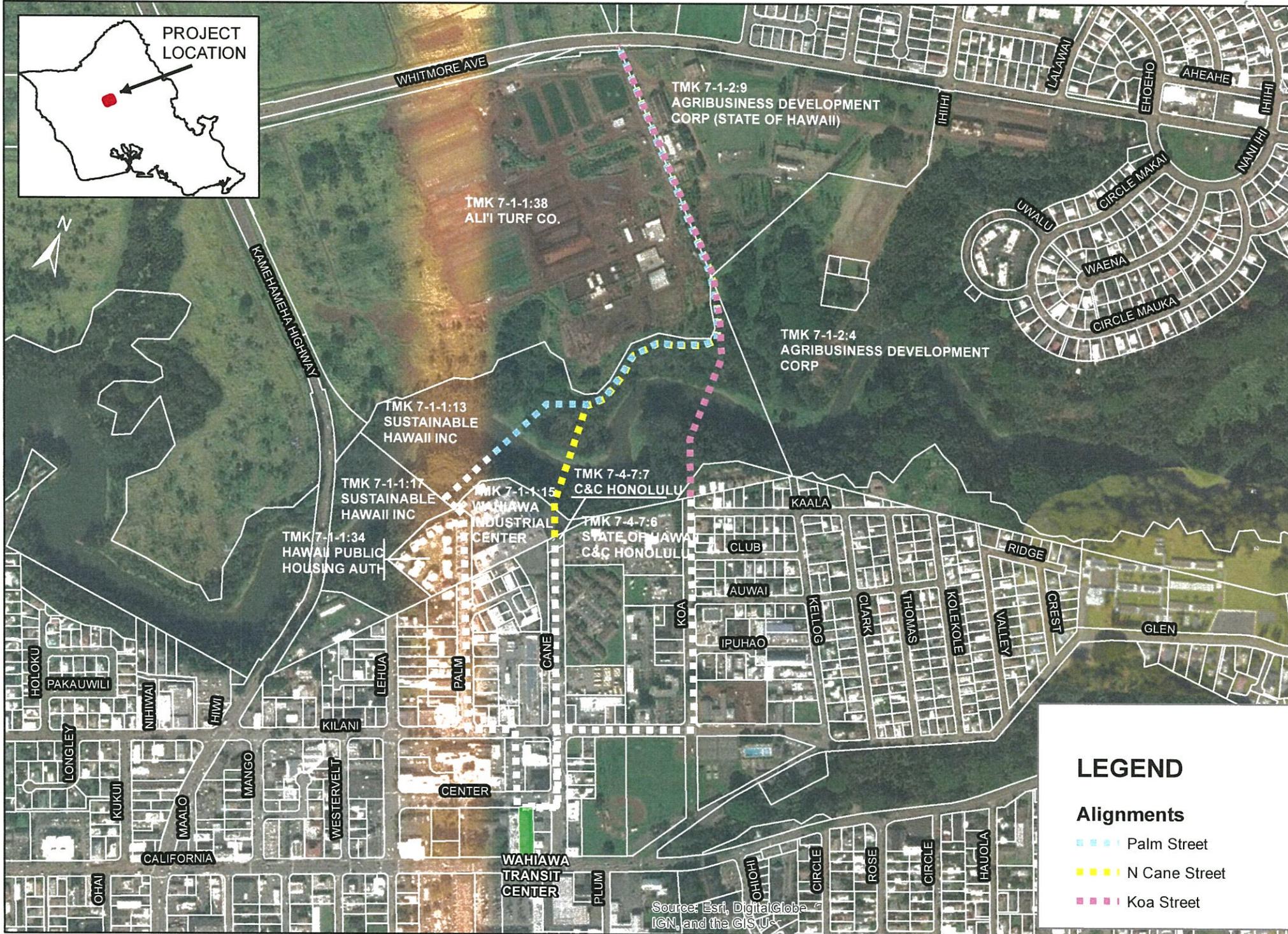
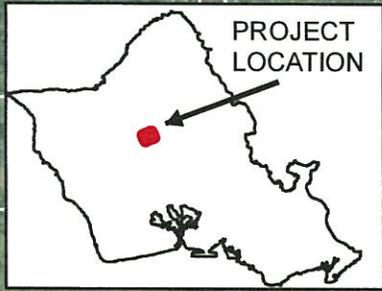
If you have any questions or concerns please contact either Mr. Henry Kennedy via email at [Henry.Kennedy@hawaii.gov](mailto:Henry.Kennedy@hawaii.gov) or by phone at (808) 692-7550 or Ms. Holly Yuen via email at [Holly.Yuen@hawaii.gov](mailto:Holly.Yuen@hawaii.gov) or by phone at (808) 692-7548.

The project team looks forward to working with you, and greatly appreciates your participation.

Sincerely,

Karen Chun  
Engineering Program Manager  
Design Branch, Highways Division

Enclosure



### LEGEND

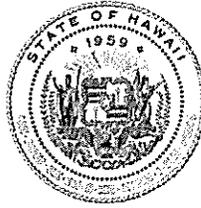
#### Alignments

- Palm Street
- N Cane Street
- Koa Street

Wahiawa Pedestrian Crossing Project  
**PROJECT AREA**



DAVID Y. IGE  
GOVERNOR OF  
HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
DIVISION OF AQUATIC RESOURCES  
1151 PUNCHBOWL STREET, ROOM 330  
HONOLULU, HAWAII 96813

SUZANNE D. CASE  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA  
FIRST DEPUTY

M. KALEO MANUEL  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

Date: March 4, 2020

DAR # 6097

MEMORANDUM

TO: Brian J. Neilson  
DAR Administrator

FROM: Paul Murakawa, Aquatic Biologist *PM*

SUBJECT: Chapter 343 Scoping and Pre-Assessment Consultation Wahiawa Pedestrian Bridge,  
Whitmore Village to Wahiawa

Request Submitted by: Karen Chun, Engineering Program Manager, Design Branch

Wahiawa, Island of Oahu, State of Hawaii

Location of Project: \_\_\_\_\_

Brief Description of Project:

The State of Hawaii Department of Transportation, Highways Division (HDOT) is proposing to construct a shared use bicycle/pedestrian facility from Whitmore Village to Wahiawa Town, which includes a new non-vehicular bridge over Kiikii Stream. The shared use path is intended to drastically reduce the time and distance between Whitmore Village and Wahiawa Town by creating an additional multimodal connector from Whitmore Village to the Wahiawa Transit Center. Moreover, the project would fulfill the stated objectives within the Proposed 2016 Central Oahu Sustainable Communities Plan of designing communities to reduce automobile usage, while supporting walking, biking, and transit use.

Comments:

No Comments     Comments Attached

Thank you for providing DAR the opportunity to review and comment on the proposed project. Should there be any changes to the project plan, DAR requests the opportunity to review and comment on those changes.

Comments Approved: *Brian J. Neilson*

Brian J. Neilson  
DAR Administrator

Date: 3-16-2020

DAR# 6097

Comments

DAR would like to provide the following comments on the proposed pedestrian bridge connecting Whitmore village and Wahiawa. DAR has no project or any proposed projects in that area, but Kiikii Stream is part of Lake Wilson. DAR regulates the fishing in Lake Wilson, thus we have concerns with the design of the pedestrian bridge. The concerns as the bridge crosses over Kiikii Stream include: 1) will there be fencing on the bridge to prevent people from jumping off, throwing trash from or fishing off it, and 2) will the bridge have any in-water supports prohibiting boats from going past it.

There are also social concerns regarding the homeless and crime that is associated with that area. Additional concerns regarding trash and various other environmental health hazards that result from homeless communities setting up camps under these bridges need to be addressed to further prevent potential environmental impacts.

DAVID Y. IGE  
GOVERNOR OF HAWAII



BRUCE S. ANDERSON, Ph.D.  
DIRECTOR OF HEALTH

STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P. O. BOX 3378  
HONOLULU, HI 96801-3378

In reply, please refer to:  
File:

March 02, 2020

Ms. Karen Chun  
Department of Transportation  
Design Branch, Highways Division  
601 Kamokila Blvd.  
Kapolei, HI 96707

DESIGN BRANCH  
HIGHWAYS DIVISION  
NEPT. OF TRANSPORTATION

20 MAR -9 10:30

RECEIVED

Dear Ms. Chun:

Thank you for your submittal requesting comments to the Scoping and Pre-Assessment Consultation, Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa.

Project activities shall comply with the following Administrative Rules of the Department of Health:

- Chapter 11-46 Community Noise Control

Should you have any questions, please contact me at (808) 586-4700.

Sincerely,

Jeffrey M. Eckerd  
Program Manager  
Indoor and Radiological Health Branch

RECEIVED

MAR 09 2020

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION



March 12, 2020

RECEIVED  
MAR 20 2020  
TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

Ms. Karen Chun, Engineering Program Manager  
Department of Transportation, Highways Division, Design Branch  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

Dear Ms. Chun:

**Re: Hawaii Revised Statutes (HRS) Chapter 34  
Scoping and Pre-Assessment Consultation  
Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa  
HWY-DS 2.1429**

OahuMPO Policy Board approved the completion of OahuMPO's Central Oahu Transportation Study on November 26, 2019. A pedestrian and bicycle bridge along North Cane Street connecting the Wahiawa and Whitmore Village communities was explored as part of this study. The purpose of the proposed project is to provide an alternative access for bicyclists and pedestrians by constructing a shared-use bridge over the gulch connecting Wahiawa and Whitmore Village. The study concluded that the project was worth further consideration because dedicated, safe, bicycle/pedestrian facilities do not exist between Wahiawa and Whitmore Village. The proposed project would provide a direct, alternative access between the communities, enhancing safety and thereby encouraging active transportation.

In the OahuMPO study, the estimated construction cost of the bridge is \$4,364,600. This includes the construction of a shared-use bridge over the gulch north of North Cane Street connecting to Whitmore Avenue. In addition the cost also includes the installation of a bike lane along North Cane Street, from Kilani Avenue to the bridge. The total extent of the project is 0.70 miles. The cost estimate reflects a bridge that is anticipated to be approximately 500-foot long and 12-foot wide.

As part of this study, OahuMPO sought public input on the community's preferred transportation improvements (in addition to the solicitation of project ideas). Two methods were used to solicit public input:

**Oahu Metropolitan Planning Organization**

Ocean View Center / 707 Richards Street, Suite 200 / Honolulu, Hawaii 96813-4623  
Telephone (808) 587-2015 • (808) 768-4178 / Fax (808) 587-2018 / email: [OahuMPO@OahuMPO.org](mailto:OahuMPO@OahuMPO.org)

### Online Survey

The online survey asked respondents for their reaction to each project, whether it was positive, neutral, or negative and to choose their top project. It was advertised through an email blast and at community events. A total of 44 responses were received. 64% percent said they live in the Wahiawa-Whitmore Village area; 25% said they work in this area. 94% percent drive as their primary mode of transportation, 14% walk, and 14% ride the bus (multiple responses allowed to this question). Of the 44 responses received, 63% of respondents indicated a positive reaction, 21% of respondents indicated a neutral reaction, and 16% of respondents indicated a negative reaction to a new pedestrian and bike bridge connecting Wahiawa and Whitmore Village. 21% of respondents indicated that the bridge is their top choice bicycle and pedestrian project. The full results are shown below for pedestrian and bicycle projects:

Project Number	Project Description	Negative	Neutral	Positive	TOP CHOICE
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>					
801	New Off-Street Bicycle and Pedestrian Paths Connecting Schools, Parks, and Transit	9%	26%	65%	53%
802	New Pedestrian and Bike Bridge Connecting Wahiawa and Whitmore Village	16%	21%	63%	21%
803	New Bike and Pedestrian Connection between Wahiawa, Whitmore Village, and NCTAMS	12%	28%	60%	16%
804	New and Upgraded Bike Lanes in Wahiawa Commercial District	21%	28%	51%	9%

### Pop-Ups at Community Events

OahuMPO staff solicited input at three events:

1. Wahiawa-Whitmore Village Neighborhood Board Meeting (June 17, 2019)
2. Wahiawa Bon Dance (June 21, 2019)
3. Blue Zones California Avenue Solutions Meeting (June 24, 2019)

Staff asked participants to identify their top transit, roadway, and pedestrian and bicycle project (allowed to choose one project in each transportation category). A total of 168 persons ranked their top projects, with 30 participants choosing the pedestrian and bicycle bridge as their top pedestrian and bicycle project. The full results are shown below for pedestrian and bicycle projects:

BICYCLE AND PEDESTRIAN PROJECTS		
801	New Off-Street Bicycle and Pedestrian Connections to Schools, Parks, and Transit	99
802	New Pedestrian and Bike Bridge Connecting Wahiawa and Whitmore Village	30
803	New Bike and Pedestrian Connection between Wahiawa, Whitmore Village, and NCTAMS	7
804	New and Upgraded Bike Lanes in Wahiawa Commercial District	32

More information about the New Pedestrian and Bike Bridge Connecting Wahiawa and Whitmore Village explored in this study, as well as additional resources, may be found here:

- Deliverable W-1, Trends and Issues for the Wahiawā/Whitmore Village Area: [https://www.oahumpo.org/?wpfb\\_dl=1754](https://www.oahumpo.org/?wpfb_dl=1754)
- Deliverable W-2, Project Description and Evaluation of Potential Projects in the Wahiawā/Whitmore Village Area: [https://www.oahumpo.org/?wpfb\\_dl=1751](https://www.oahumpo.org/?wpfb_dl=1751)
- Deliverable W-3, Benefit Cost Analysis of Potential Projects in the Wahiawā/Whitmore Village Area: [https://www.oahumpo.org/?wpfb\\_dl=1752](https://www.oahumpo.org/?wpfb_dl=1752)
- Deliverable W-4, Final Report on Prioritization and Recommendations for Implementation of the Wahiawā/Whitmore Village Projects: [https://www.oahumpo.org/?wpfb\\_dl=1753](https://www.oahumpo.org/?wpfb_dl=1753)

Should you have any questions, please contact Transportation Planner, Kiana Otsuka at 587-2015 or via email at [Kiana.Otsuka@OahuMPO.org](mailto:Kiana.Otsuka@OahuMPO.org).

Sincerely,

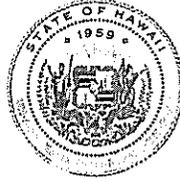


Alvin K.C. Au  
Executive Director

cc (by email):  
Mr. Henry Kennedy, HDOT  
Ms. Holly Yuen, HDOT

DAVID Y. IGE  
GOVERNOR

HIGHWAY DESIGN BRANCH, ROOM 688A  
BRIDGE DESIGN SECTION, ROOM 611  
CADASTRAL DESIGN SECTION, ROOM 600  
HIGHWAY DESIGN SECTION, ROOM 609  
HYDRAULIC DESIGN SECTION, ROOM 636  
LANDSCAPING DESIGN SECTION, ROOM 688A  
TECHNICAL DESIGN SECTION, ROOM 688



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
601 KAMOKILA BOULEVARD  
KAPOLEI, HAWAII 96707

1018  
JADE T. BUTAY  
DIRECTOR

Deputy Directors  
LYNN A.S. ARAKI-REGAN  
DEREK J. CHOW  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-DS 2.1427

February 18, 2020

VIA EMAIL: pwittyoakland@honolulu.gov

Ms. Pamela A. Witty-Oakland, Director  
City and County of Honolulu  
Department of Community Services  
925 Dillingham Boulevard, Suite 200  
Honolulu, Hawaii 96817

Dear Ms. Witty-Oakland:

Subject: Hawaii Revised Statutes (HRS) Chapter 343 Scoping  
and Pre-Assessment Consultation  
Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa  
Wahiawa, Island of Oahu, State of Hawaii

The State of Hawaii Department of Transportation, Highways Division (HDOT) is proposing to construct a shared use bicycle/pedestrian facility from Whitmore Village to Wahiawa Town, which includes a new non-vehicular bridge over Kiikii Stream. Please refer to the enclosed *Project Location Map* for the project location and potential route alternatives. The shared use path is intended to drastically reduce the time and distance between Whitmore Village and Wahiawa Town by creating an additional multimodal connector from Whitmore Village to the Wahiawa Transit Center. Moreover, the project would fulfill the stated objectives within the Proposed 2016 Central Oahu Sustainable Communities Plan of designing communities to reduce automobile usage, while supporting walking, biking, and transit use. HDOT is reaching out to you as well as other City, State, federal agencies, and the surrounding community to gather project input.

HDOT, as part of the HRS Chapter 343 process, is evaluating three routes: (1) along Palm Street, (2) along North Cane Street, and (3) along Koa Street. We are interested in any information you may have related to the project, including any design concerns, as well as any environmental or social concerns within the project area. Also, we would like to know if you have any recent or upcoming projects planned in the area, or if there are any specific permitting issues or considerations that you'd like to bring to our attention. We would appreciate receiving such information in writing within 30 days of the date of this letter. The information will assist us in preparing the Draft Environmental Assessment, which is anticipated to be released in late March of 2020.

20 FEB 21 AM 11:44

MAIL ROOM

Ms. Pamela A. Witty-Oakland  
February 18, 2020  
Page 2

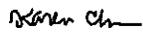
HWY-DS 2.1427

A public informational meeting will be held on Wednesday, February 26, 2020 from 6:00 p.m. to 7:30 p.m. at Helemano Elementary School's Cafeteria (1001 Ihihi Avenue, Wahiawa, Hawaii, 96786). We look forward to hearing from interested parties there, too.

If you have any questions or concerns please contact either Mr. Henry Kennedy via email at [Henry.Kennedy@hawaii.gov](mailto:Henry.Kennedy@hawaii.gov) or by phone at (808) 692-7550 or Ms. Holly Yuen via email at [Holly.Yuen@hawaii.gov](mailto:Holly.Yuen@hawaii.gov) or by phone at (808) 692-7548.

The project team looks forward to working with you, and greatly appreciates your participation.

Sincerely,



KAREN CHUN  
Engineering Program Manager  
Design Branch, Highways Division

Enclosure

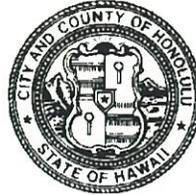
RECEIVED

MAR 13 2020

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

DEPARTMENT OF COMMUNITY SERVICES  
CITY AND COUNTY OF HONOLULU

925 DILLINGHAM BOULEVARD, SUITE 200 • HONOLULU, HAWAII 96817  
PHONE: (808) 768-7762 • FAX: (808) 768-7792  
[www.honolulu.gov/dcs](http://www.honolulu.gov/dcs)



KIRK CALDWELL  
MAYOR

PAMELA A. WITTY-OAKLAND  
DIRECTOR

REBECCA J. I. SOON  
DEPUTY DIRECTOR

March 6, 2020

Ms. Karen Chun, Engineering Program Manager  
Design Branch, Highways Division  
State of Hawaii  
Department of Transportation  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

DESIGN BRANCH  
HIGHWAYS DIVISION  
DEPT. OF TRANSPORTATION

20 MAR 12 P 4:45

RECEIVED

Dear Ms. Chun:

SUBJECT: Hawaii Revised Statutes (HRS)  
Chapter 343 - Scoping and Pre-Assessment Consultation  
Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa,  
Wahiawa, Island of Oahu, State of Hawaii

Thank you for your letter regarding the Pre-Assessment Consultation by the State of Hawaii, Department of Transportation, Highways Division's proposal to construct a shared use bicycle/pedestrian facility from Whitmore Village to Wahiawa Town.

Our review of the documents indicate that the proposed project will have no adverse impacts on any Department of Community Services' activities or projects in the surrounding neighborhood. We do not have any concerns related to the design, environmental, and social impacts of the project.

Thank you for providing us the opportunity to comment on this matter.

Sincerely,

Pamela A. Witty-Oakland  
Director

DEPARTMENT OF DESIGN AND CONSTRUCTION  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11<sup>TH</sup> FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8480 • Fax: (808) 768-4567  
Web site: [www.honolulu.gov](http://www.honolulu.gov)



KIRK CALDWELL  
MAYOR

MARK YONAMINE, P.E.  
DIRECTOR

HAKU MILLES, P.E.  
DEPUTY DIRECTOR

March 3, 2020

State of Hawaii  
Department of Transportation  
Attn: Karen Chun  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

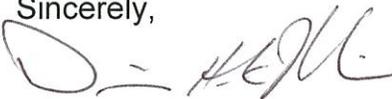
Dear Ms. Chun,

Subject: Hawaii Revised Statutes (HRS) Chapter 343 Scoping and Pre- Wahiawa  
Assessment Consultation- Wahiawa Pedestrian Bridge, Whitmore  
Village to Wahiawa, Island of Oahu, State of Hawaii

Thank you for the opportunity to review and comment. The Department of  
Design and Construction does not have any comments at this time.

Should you have any further questions, please call me at 768-8480.

Sincerely,

  
for Mark Yonamine, P.E.  
Director

MY:ms(804510)

RECEIVED  
20 MAR 10 P4:19  
DESIGN BRANCH  
HIGHWAYS DIVISION  
DEPT. OF TRANSPORTATION

DEPARTMENT OF FACILITY MAINTENANCE  
**CITY AND COUNTY OF HONOLULU**

1000 Ulu'ohia Street, Suite 215, Kapolei, Hawaii 96707  
Phone: (808) 768-3343 • Fax: (808) 768-3381  
Website: www.honolulu.gov

KIRK CALDWELL  
MAYOR



ROSS S. SASAMURA, P.E.  
DIRECTOR AND CHIEF ENGINEER

EDUARDO P. MANGLALLAN  
DEPUTY DIRECTOR

IN REPLY REFER TO:  
DRM 20-167

RECEIVED

APR 09 2020

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

March 27, 2020

Ms. Karen Chun  
State of Hawaii  
Department of Transportation  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

Dear Ms. Chun:

Subject: Hawaii Revised Statutes (HRS) Chapter 343 Scoping  
and Pre-Assessment Consultation  
Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa

DESIGN BRANCH  
HIGHWAYS DIVISION  
DEPT. OF TRANSPORTATION

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Thank you for the opportunity to review and comment on the subject project.

Our comments are as follows:

- Koa Street, North Cane Street, and Palm Street were identified as City roads. During construction and upon completion of project; any damages/deficiencies to the above roads shall be corrected to City Standards and accepted by the City.
- The Department of Design and Construction has recently resurfaced Koa Street, Palm Street, and North Cane Street as part of their Rehabilitation of Localized Streets, Phase 8B (Whitmore, Wahiawa) project. This project is still currently active.
- Please be aware there is a road and utility easement on the east end of TMK: 7-4-07:009 that the Department of Facility Maintenance maintains. However, we believe that it should not impact your Wahiawa Pedestrian Bridge proposals.
- Please coordinate Wahiawa Pedestrian Bridge project with our City's Complete Streets Administrator, Renee Espiau.

If you have any questions, please call Mr. Kyle Oyasato of the Division of Road Maintenance at 768-3697.

Sincerely,

A handwritten signature in black ink, appearing to read "Ross S. Sasamura".

W Ross S. Sasamura, P.E.  
R Director and Chief Engineer

cc: Department of Transportation Services - Renee Espiau, Complete Streets Administrator

HONOLULU FIRE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

636 South Street  
Honolulu, Hawaii 96813-5007  
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/hfd

KIRK CALDWELL  
MAYOR



MANUEL P. NEVES  
FIRE CHIEF

LIONEL CAMARA JR.  
DEPUTY FIRE CHIEF

March 5, 2020

Ms. Karen Chun  
Engineering Program Manager  
Design Branch, Highways Division  
Department of Transportation  
State of Hawaii  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

Dear Ms. Chun:

Subject: Scoping and Pre-Assessment Consultation  
Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa  
Wahiawa, Hawaii

In response to your letter dated February 18, 2020, regarding the abovementioned subject, the Honolulu Fire Department reviewed the submitted information and determined that there will be no significant impact to fire department services.

Should you have questions, please contact Battalion Chief Wayne Masuda of our Fire Prevention Bureau at 723-7151 or [wmasuda@honolulu.gov](mailto:wmasuda@honolulu.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Jason Samala", is written over the word "Sincerely,".

JASON SAMALA  
Assistant Chief

JS/TC:gl

DESIGN BRANCH  
HIGHWAYS DIVISION  
DEPT. OF TRANSPORTATION

20 MAR 10 P4:18

RECEIVED

DEPARTMENT OF PARKS & RECREATION  
**CITY AND COUNTY OF HONOLULU**

1000 Uluohia Street, Suite 309, Kapolei, Hawaii 96707  
Phone: (808) 768-3003 • Fax: (808) 768-3053  
Website: www.honolulu.gov

KIRK CALDWELL  
MAYOR

RECEIVED

APR 09 2020

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION



MICHELE K. NEKOTA  
DIRECTOR

JEANNE C. ISHIKAWA  
DEPUTY DIRECTOR

March 27, 2020

Karen Chun, Engineering Program Manager  
State of Hawaii  
Department of Transportation  
Design Branch, Highways Division  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

Subject: Hawaii Revised Statutes (HRS) Chapter 343 Scoping  
and Pre-Assessment Consultation Wahiawa Pedestrian Bridge,  
Whitmore Village to Wahiawa, Island of Oahu, State of Hawaii

Thank you for the opportunity to review and comment on the subject Pre-Assessment Consultation.

The Department of Parks and Recreation has no comment.

If you have any questions, please contact John Reid, Planner at 768-3017.

Sincerely,

A handwritten signature in black ink that reads "Michele K. Nekota".

Michele K. Nekota  
Director

MKN:jr  
(804469)

DESIGN BRANCH  
HIGHWAYS DIVISION  
DEPT. OF TRANSPORTATION

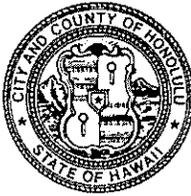
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RECEIVED

DEPARTMENT OF PLANNING AND PERMITTING  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 7<sup>TH</sup> FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 768-8000 • FAX: (808) 768-6041  
DEPT. WEB SITE: [www.honolulu.gov](http://www.honolulu.gov) • CITY WEB SITE: [www.honolulu.gov](http://www.honolulu.gov)

KIRK CALDWELL  
MAYOR



KATHY K. SOKUGAWA  
ACTING DIRECTOR

TIMOTHY F. T. HIU  
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI  
DEPUTY DIRECTOR

March 18, 2020

2020/ELOG-381 (lii)  
1829762

Ms. Karen Chun  
Engineering Program Manager  
State of Hawaii  
Department of Transportation  
Design Branch, Highways Division  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

**RECEIVED**

MAR 23 2020

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

Dear Ms. Chun:

**SUBJECT: Hawaii Revised Statutes Chapter 343 Scoping  
and Pre-Assessment Consultation  
Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa  
Wahiawa, Oahu, Hawaii**

This is in response to your letter dated February 18, 2020, notifying us of a proposed shared use bicycle/pedestrian facility from Whitmore Village to Wahiawa town, which includes a new non-vehicular bridge over Kii Stream.

Upon review of the proposal, we have the following comments:

1. We concur that the proposed project, in its three possible routes, supports the current and proposed Central Oahu Sustainable Communities Plan's vision, policies, and guidelines. The project would increase connectivity between communities; provide safe pedestrian access to the Wahiawa Transit Center, businesses, and parks for Whitmore residents; and encourage a reduction in automobile use.
2. The selection of a preferred route should take into account how the shared use facility will connect to the street conditions in Wahiawa, or what improvements would be needed to the existing streets for such connection. We recommend consulting with the Department of Transportation Services for information on any bicycle or pedestrian facilities planned for the streets in Wahiawa.

3. We offer the following observations regarding the three route options:

<b>North Cane Street</b>	<b>Koa Street</b>	<b>Palm Street</b>
Posted speed limit is 25 mph	Posted speed is 15 mph	Posted Speed is 25 mph
Most direct route to the Wahiawa Transit Station and Wahiawa Shopping Center (Foodland, Longs, etc.)	Most direct line across the Kiikii Stream	
Wider road than Koa or Palm Streets; avoids busy Kilani Avenue	Route takes you on busy Kilani Avenue which lacks a bike lane and sidewalks and is interrupted with many short driveways	Narrower street than North Cane Street
Bike lanes already exist on both sides between Kilani Avenue and the Wahiawa Transit Station	Little to no room to add bike lanes or sidewalks without impacting resident on-street parking; may involve additional construction/cost to upgrade to bike route standards	May involve additional construction/cost to upgrade to bike route standards
Existing paved continuous curbs and sidewalks on both sides of street	Narrow street without shoulders; sidewalk limited to one area on one side of street (not continuous)	Crowded on-street parking; no road shoulders or sidewalks
No left-turns necessary (preferable) to go to the Transit Station	Left-turn required to go to the Wahiawa Transit Station	Left-turn required to go to the Wahiawa Transit Station
Passes by Wahiawa Police Station entrance (sense of security); may provide a more scenic nature path along Whitmore side of Kiikii Stream	Passes by rear of Wahiawa Police Station (some sense of security) and Wahiawa District Park	May provide a more scenic nature path along Whitmore side of Kiikii Stream

4. The Draft Environmental Assessment should disclose all affected private land owners along the routes and if there are any agreements for use of their properties, if any.

5. The Draft Environmental Assessment should discuss all bike and pedestrian improvements proposed, including, but not limited to, paved sidewalks, bike boxes (green painted area), bike racks, modified traffic signals, water fountains, lighting, and signage.

Ms. Karen Chun  
March 18, 2020  
Page 3

Should you have any questions, please contact Lisa Leonillo Imata at 768-8041 or Lin Wong at 768-8018.

Very truly yours,

A handwritten signature in black ink, appearing to read "Dina L.T. Wong". The signature is fluid and cursive, with the first name "Dina" being the most prominent.

Dina L.T. Wong  
Acting Chief  
Planning Division

DLTW:tc

POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813  
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulu.org



KIRK CALDWELL  
MAYOR

SUSAN BALLARD  
CHIEF

JOHN D. McCARTHY  
CLYDE K. HO  
DEPUTY CHIEFS

OUR REFERENCE EO-TS

March 6, 2020

Ms. Karen Chun  
Engineering Program Manager  
Design Branch, Highways Division  
Hawaii Department of Transportation  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

RECEIVED  
20 MAR 10 P 4:18  
DESIGN BRANCH  
HIGHWAYS DIVISION  
DEPT. OF TRANSPORTATION

Dear Ms. Chun:

This is in response to your letter of February 18, 2020, requesting comments on the Draft Environmental Assessment for the proposed project to construct a shared use bicycle/pedestrian facility from Whitmore Village to Wahiawa Town, which includes a new non-vehicular bridge over Kiikii Stream located in Wahiawa, Oahu.

The Honolulu Police Department (HPD) has safety concerns for pedestrians with the proposed route along North Cane Street, as there is a high level of vehicular traffic in the area. For any of the route alternative(s), the HPD would like to recommend that all necessary signs, lights, barricades, and other safety equipment be installed and maintained by the contractor during the construction of the project. Additionally, the HPD would like to be notified when the project nears its final design phase in order to assess its potential impacts to police services.

If there are any questions, please call Major Gregory Osbun of District 2 (Wahiawa) at 723-8700.

Thank you for the opportunity to review this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Allan T. Nagata', written over a horizontal line.

ALLAN T. NAGATA  
Assistant Chief  
Support Services Bureau

From: [jhr@hawaii.rr.com](mailto:jhr@hawaii.rr.com) <[jhr@hawaii.rr.com](mailto:jhr@hawaii.rr.com)>  
Sent: Wednesday, March 25, 2020 1:51 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: 'Chad Taniguchi' <[chad@hbl.org](mailto:chad@hbl.org)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge Project Status Request

Aloha Ms. Holly Yuen,

I am part of the advocacy arm for Hawaii Bicycling League (HBL) and we are very excited about the Wahiawa Pedestrian Bridge Project. At the public meeting held at Helemano Elementary School Cafeteria it was stated that the Draft Environmental Assessment would be published on March 23, 2020, with a 30 day comment period after publication. Has the Draft EA been published? I know that the pandemic is causing delays and cancelations in every part of our community. Our concern at HBL is that the project's funding goes away at the end of June 2020. Is HDOT still committed to awarding the contract by June 2020 as stated at the public meeting? Is there a mechanism in place to allow for delays past June 30 in the event the process to complete the EA and award a contract is delayed due to the pandemic and the emergency proclamation issued by Governor Ige?

Please let us know how we can help make this project a reality.

Cc: Chad Taniguchi Lead, HBL Advocacy Team

Thank You,

John Rogers  
808-330-4540

## Yuen, Holly

---

**From:** Gina Amina <Feii.Amina@hawaiiantel.com>  
**Sent:** Thursday, February 27, 2020 1:16 PM  
**To:** Yuen, Holly  
**Subject:** [EXTERNAL] Bridge in Whitmore to Wahiawa

I feel we should repair what's already there and make sidewalks for pedestrians along Kam Hwy. Please let this motion go away.

Gina Amina  
Resident of Wahiawa

## Yuen, Holly

---

**From:** Eric Bello <eric@bellosmillwork.com>  
**Sent:** Friday, March 06, 2020 8:11 AM  
**To:** Kennedy, Henry; Yuen, Holly  
**Cc:** 'Mary Bello'; 'Austin Bello'  
**Subject:** [EXTERNAL] Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa

Dear Mr. Kennedy and Ms. Yuen,

Karen Chun sent a letter to my wife Mary Bello at our property, the Wahiawa Industrial Center, located at 401 North Cane Street in Wahiawa. My wife and I are the owners.

We also own and operate Bello's Millwork, Inc., a separate business in the Wahiawa Industrial Center. We are significant employers in our community.

Karen Chun's letter asked for input on the bridge project.

We believe that the time for this project has long past. With the current situation in our community with large numbers of homeless people the location of this project would become a transit route for them.

It would facilitate the growth of the homeless community and the associated property damage and crime.

We currently have significant property damage and trespass issues on our Cane Street location. This population seeks to pass from Palm to Cane streets by cutting through our fences. We repair and they cut.

Some are truly scary individuals that threaten us and our tenants. We don't want to scare businesses from our community. We want to attract them.

With the addition of this bridge they would have an even more effective way to occupy and control this area. The community would be very unlikely to use this bridge because of safety issues.

The police, despite their best efforts, have not been effective in reducing the crime associated with this population. That is our daily experience.

It is therefore highly likely that they would not be able to keep this area safe when the environment for their occupation is enhanced through the construction of a bridge. This access simply makes the area more usable for them

We attended the community meeting on Wednesday February 26, 2020 at the Helemano Elementary School. We were unsure of the community response. It was made very clear that the bridge was not wanted.

Not just a mild passive kind of opinion, but an almost universal call for the project to be ended. A very emotional plea for the project to end.

I spoke with representative Amy Perruso that evening and she said that she has received more calls on this project than any other...by far.

I asked and she confirmed, without exception that all calls were to end the project and not build the bridge.

I would like to conclude by saying that I would be more than willing to participate in any further discussions or meetings.

In my view the funds should be allowed to lapse and the monies allocated for this project be returned to the general fund for use in projects that would be more needed by the community.

You can contact me at any time. See my title block below.

Thank you,

Eric Bello

Eric Bello

General Manager

**Bello's Millwork Inc.**

401 N. Cane Street B-3

Wahiawa, HI 96786

Phone: 808-621-7282

## Yuen, Holly

---

**From:** coachadriantennis@gmail.com  
**Sent:** Thursday, February 27, 2020 9:15 AM  
**To:** Yuen, Holly  
**Subject:** [EXTERNAL] Whitmore Bridge Project

Please use Kamehameha Hwy. rather than building another bridge! Let it lapse & make walkways across existing bridge with sidewalks from Whitmore to Wahiawa.

Thank you,  
Adrian Canencia

Sent from my iPhone

## Yuen, Holly

---

**From:** Anna Canencia <acanencia@alertalarmhawaii.com>  
**Sent:** Thursday, February 27, 2020 7:57 AM  
**To:** Yuen, Holly  
**Subject:** [EXTERNAL] Wahiawa Pedestrian Bridge Project - comment

Aloha,

Name is Anna Emerson, and I was born in Wahiawa and grew up in Whitmore Village. I attended the meeting last night at Helemano Elementary School and would like to voice my opinion that I'm Against The Pedestrian Bridge.

I agree that a project that started over 30 years should be evaluated in our economy today?

Save the monies for a project that really needs tax payers assistance and repair the existing infrastructure (Kamehameha Hwy). Continue the beautiful sidewalk from Whitmore Avenue to Wahiawa and clean up the homeless.

Mahalo,

**Anna Canencia-Emerson**  
**Security Solutions Specialist**  
**3210 Ualena Street**  
**Honolulu HI 96819**  
**Mobile: 808-520-3289**  
**Service Department: 808-528-6417**  
**Monitoring Center: 808-521-5000**  
[Alert Alarm Website](#)



**License #C-2819**

## COMMENT FORM

### Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

The State of Hawaii Department of Transportation encourages all interested individuals and organizations to comment on the project.

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For more information on the project, please contact Ms. Holly Yuen via email at Holly.Yuen@hawaii.gov or by phone at (808) 692-7548 as soon as possible.

Name: Charlotte Christian Address: 104 Kanicko Pl.  
Phone: 621 5395 Wahiawa HI  
E-mail: cmc5395@yahoo.com 96786

Comments: I oppose the Wahiawa Pedestrian Bridge Project for the following reasons:

- I don't really see a need for this project.
- I think it will be underutilized.
- It will take law enforcement to monitor the area to protect the public from the undesirables.
- It will be another area of abandoned vehicles & "chop shops" and illegal activities.

- I'd like to see funding for:
- Another off shoot road from Whitmore Ave.
  - Funding to save Wahiawa General
  - A paved road & visitor center for the birthing stone.
  - Clean out the homeless squatters along Lake Wilson. Erect chain link fencing & no trespassing signs around the lake.
  - The empty, graffiti building in the middle of town. Should be used for sheltering the homeless.

MAR 03 2020

## COMMENT FORM

## Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

TECHNICAL ASSISTANCE DIVISION  
DEPT. OF TRANSPORTATION

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Name: Lisci Christian Address: 104 Karaka Place  
Phone: (808) 469-8592 Wahiawa Hawaii  
E-mail: Lac43D169@yahoo.com 96786

Comments: DO NOT BUILD THE WAHIAWA PEDESTRIAN BRIDGE! THE WPBP IS A WASTE OF FUNDS. MY FAMILY WILL DEFINITELY NOT BE USING THE WPB. THE WPB WOULD MAKE IT AN EASIER ACCESS FOR CRIMINAL ACTIVITIES AND HOMELESS PEOPLE. THE WPB WOULD BE A DETRIMENT TO THE WHITMORE VILLAGE COMMUNITY. THE FOLLOWING ITEMS WOULD BENEFIT THE WHITMORE VILLAGE COMMUNITY AND MAKE IT A SAFER AND BETTER ENVIRONMENT FOR THE RESIDENTS:

① Make the back "dirt roads" behind Kahi Kani neighbor hood off limits to people (motor bikes/homeless/criminals).

A) Neighbor homes have been broken into / yards trespassed-  
B) Homeless have asked for items in yard  
C) Scary to be approached by homeless in my back yard.  
D) Horse comes daily with mud dirt whipped up by dirt bikes-

② Clear out/cut all Cane grass

A) Grass IS A POTENTIAL FIRE HAZARD  
B) Deter Homeless - no where to hide / to make camp.

③ Clean out the Homeless by the 711 / Tamurels (Black Bridge) area

A) Eyesore to Neighborhood  
B) Unsanitary / bad on land + environment.

C) Unsafe - Had a "BP" shot at my post car while going over bridge. Could have been more serious if I did not have car windows up. Made an indent on window. \* I always go through bridge with car windows UP at all times

### COMMENT FORM

## Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

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Name: Lisa Christian Address: 104 Kanska Place  
 Phone: (808) 469-8592 Wahiawa Hawaii  
 E-mail: lac 43069@yahoo.com 96786

- Comments: 4) Build an alternate road so not only one (1) road in and out of the neighborhood. (For Cars) A) in case of emergency we are trapped, "sitting ducks" B) Could ease traffic on Whitmore Avenue  
 5) Widen sidewalks/road shoulder for pedestrians on Whitmore Avenue  
 6) Do something for muddy erosion by the (black bridge) Tamuvals T-11 area, side of road - Kana thuy.  
 7) Bring bus routes further into Whitmore Avenue

Maybe 30-50 years ago this Wahiawa Pedestrian Bridge Project would have been a great idea! Now, in this date and time the crime and homelessness populations have so drastically increased along with drug usage/distribution it just does not seem like a good idea to provide more accessibility to the "bad population". Feels like we would be "rolling out the red carpet" for criminal activity to come into our neighborhood/back yard.

Thank you for hearing my voice

07 concerns  
(use additional sheets if appropriate)

Lisa Christian  
104 Kanska Place  
Wahiawa HI  
96786

# COMMENT FORM

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Name: Debra Darau  
Phone: \_\_\_\_\_  
E-mail: \_\_\_\_\_

Address: 1604 Glen Ave  
Wahiawa, HI 96786

Comments: I oppose this project. Completing this bridge will only create another area for crime and hawks to happen. It is unfair to have this happening along private property without any improvements done to the area. Money should be used to improve sidewalks in Whitmore and the Wahiawa area. Not a project that will force people to walk on the roadway! This is a waste of taxpayers money!

Debra Darau

RECEIVED  
MAR 18 2020  
TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

DESIGN BRANCH  
HIGHWAYS DIVISION  
DEPT. OF TRANSPORTATION

RECEIVED  
20 MAR 16 P3:57

## Yuen, Holly

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**From:** Davidene DeeDee <deedeeiman@yahoo.com>  
**Sent:** Monday, March 09, 2020 7:59 PM  
**To:** Yuen, Holly  
**Subject:** [EXTERNAL] Whitmore and Wahiawa project

Aloha Holly,

I was trying to find the survey, but was unsuccessful.

I would like to know how this project would impact traffic? I am not sure if you are aware, traffic on Whitmore Ave has become unbearable, since the access road created for the military to drive up to NACTAMS was made. To get out of Whitmore around 3:30 pm, Monday thru Friday, can take up to 30 minutes to reach Kilani Ave. 30 minutes!!! When it used to take only 5 minutes. I would like to know what's being done to address that? I am a long time resident of Whitmore. My parents bought our home in Kahi Kani in 1990. Traffic has never been so bad until now, it makes it HATE living in Whitmore. Traffic can go all the way up to Whitmore Park.

Also, the traffic light turning left on Kilani Ave and Kamehameha Hwy. The light to turn left is so short, making traffic in the morning going into Wahiawa from Whitmore all the way backed up on Kamehameha Highway.

I believe the traffic in the morning and afternoon needs to be addressed before any construction be conducted. Also who would use this connection? Is there a lot of interest for this project?

Mahalo,

DeeDee

**Yuen, Holly**

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**From:** MFINNEGAN@hawaii.rr.com  
**Sent:** Thursday, February 27, 2020 3:22 PM  
**To:** Yuen, Holly  
**Subject:** [EXTERNAL] Wahiawa Pedestrian Bridge Project

Dear Ms. Yuen,

I was at the meeting at Helemano Elementary School last night. I am opposed to the bridge for the same reasons that many of those who spoke were: drug dealing and the homeless issue.

Who would feel safe crossing that bridge day or night? Not me, I'm sure.

So, please don't take it personally, but I'd vote, "No."

I am very happy to hear of the upcoming road work on Kam. Hwy. That is really needed.

Thank you,

Maureen Finnegan

1319 Ridge Ave.

Wahiawa, HI 96786-2421

(808) 622-2651

## Yuen, Holly

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**From:** w. scott Hamilton <malamakai2@gmail.com>  
**Sent:** Tuesday, March 10, 2020 1:26 PM  
**To:** Yuen, Holly  
**Subject:** [EXTERNAL] pedestrian bridge(Wahiawa)

Aloha Holly:

I think that what the State is proposing is a good project. I also have a concern about the pedestrian/bike way on the way to Whitmore Village. It is a very narrow bike/pedestrian section and is pretty dangerous for both to be walking or pushing a bike. It would be better if all foot traffic were to use the other bike/pedestrian easement only. Sorry I was not able to figure out how to access the proper form.

Aloha auina la Scott Hamilton

## COMMENT FORM

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**Name:** Lester Iwamasa

**Address:** 1632 California Ave., Wahiawa, HI 96786

**Phone:** 808-622-2503

**Email:** [iwamasa@yahoo.com](mailto:iwamasa@yahoo.com)

**Comments:** This is a bad idea, and I am strongly opposed to it. It appears to be based on old proposals based on old data given the references to planning data from the 90s in your presentation. Times have changed. The community has changed. This entire question should be revisited in an update to the community plans for Wahiawa and the surrounding area, including the military community, before pursuing a project of this nature.

## Yuen, Holly

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**From:** Malcolm Kawasaki <kawasakim003@hotmail.com>  
**Sent:** Tuesday, March 10, 2020 11:44 AM  
**To:** Yuen, Holly  
**Subject:** [EXTERNAL] Whitmore/Wahiawa pedestrian bridge

I am a long time Wahiawa resident and like to walk or bike while running errands in Wahiawa. I like the idea of the bridge, but worry about it attracting a lot of homeless. They, also, like to walk and bike. The bridges and unused farm land are favorite sites for them. This was recently highlighted in the shooting and fire in the area.

Of the alternative routes presented, I prefer the one through Cane street. It goes right past the police station.

Sent from my iPad

## COMMENT FORM

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**Name:** Scott Matsushige

**Address:** 1240 Auwai Drive

**Phone:** 808 621-9781

Wahiawa, Hawaii 96786

**E-mail:** scott.matsushige@hawaiiantel.net

#### Comments:

Hello Holly,

I grew up in Wahiawa and lived here most of my life. I don't understand why the State wants to spend the money on a pedestrian bridge when there are so many other places this money needs to be spent. Wahiawa once used to be a nice quiet place to live and now we are being overrun by homeless and thefts. I honestly believe by building this bridge, it will only add to the homelessness and crime issues in Wahiawa. Also please consider the amount of crime which will happen along the path and bring to Wahiawa. We already had one person killed and illegal activities in the State managed ag land near Whitmore. Don't want anymore of this to make its way to Wahiawa. Seriously need to think about this. We already wasted money on that so called park at the entrance to Wahiawa which no one but the homeless take advantage of to get to their camps along the riverside.

DOT, how about repaving Kamehameha Highway through Wahiawa or repaving the roads to the raingutters in lower Wahiawa on Kilani Avenue. My mom who is elderly fell on the road and broke her arm because the road wasn't paved all the way to the raingutters which left an uneven strip.

I walk everyday in Wahiawa up to the watertank in upper Wahiawa. The sidewalks all need to be redone. They are so broken and uneven in majority of areas. Again its so dangerous for the elderly. We have done without a pedestrian bridge for this long and there is nothing wrong with taking the bus which already goes between Wahiawa and Whitmore.

I guess its always very easy to spend and waste money when its not your own money. Please don't create another reason for us to hate politicians (whoever's ridiculous idea) this was.

## Yuen, Holly

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**From:** 8083722877@pm.sprint.com  
**Sent:** Thursday, March 12, 2020 10:52 AM  
**To:** Yuen, Holly

Sent from my mobile.

---

Hi, I am concerned about the bridge being planned in our already crime ridden neighborhood. I strongly believe that connecting two lower class / middle class towns in this way will only invite more crime and nobody to be accountable. These towns were never connected all these years and it's not necessary to do it now either. If a bike lane is needed, it should parallel karston thot bridge and it will be safer for people to use in more traveled area. The bridge being proposed now will be built, briefly highlighted, left to the young thieves who already plague these streets and it won't be safe to use by people who are transit bound. Might look good on paper but live on our street and understand the major impact this will have on everyone's way of life. We have sidewalks all over this town that are made of asphalt, narrow to use, breaking apart, Etc. That are not maintained. Let's try taking care of what we already have here before building an artery that will destroy the way of life for so many. Jesse Molton

## Yuen, Holly

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**From:** pamela morrow <praa86@hotmail.com>  
**Sent:** Thursday, February 27, 2020 3:07 PM  
**To:** Yuen, Holly  
**Subject:** [EXTERNAL] Pedestrian bridge

I was not able to attend meeting but would like to voice my opinion. Being a whitmore resident I also feel the location of bridge is a concern. I feel also why not continue Whitmore Avenue on to Kam where there is a sidewalk already to the traffic light then continue e to Wahiawa. For everyone's safety it would make more sense. Besides with the homeless camp there is so many of them always walking on the side of road into Wahiawa. Having a sidewalk at least will prevent anyone from getting hit.

Thank you.

Pamela Morrow

Praa86 @ hotmail.com

Sent from my iPhone

## Yuen, Holly

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**From:** Nelson, David M CIV USN NAVIOPCOM OAHU HI (US) <david.m.nelson2@navy.mil>  
**Sent:** Thursday, March 12, 2020 10:01 AM  
**To:** Yuen, Holly  
**Subject:** [EXTERNAL] RE: Pedestrian Bridge project

<https://www.themandagies.com/capilano-suspension-bridge-park-vancouver-canada/>

One of the bridges shown has its own website, and I realized that this was one of the sites I visited in Vancouver many years ago. there is no reason why Hawaii could not build something similar to this to connect Whitmore and Wahiawa. I still can't believe the map your site provided fails to include the river between them!

Here is another one in San Diego – cool alternative to hard construction

<https://www.narcity.com/things-to-do/us/ca/san-diego/spruce-street-suspension-bridge-in-san-diego-has-amazing-city-views>

DAVID M. NELSON  
PHONE 808-653-0013

---

**From:** Nelson, David M CIV USN NAVIOPCOM OAHU HI (US)  
**Sent:** Thursday, March 12, 2020 9:48 AM  
**To:** 'holly.yuen@hawaii.gov' <holly.yuen@hawaii.gov>  
**Subject:** Pedestrian Bridge project

PLEASE do not tell me they are thinking of building a construction project bridge instead of just putting up a suspension-type shown in attached photos. I hope you were not involved with the "park" created at the south end of entrance to Wahiawa. I would consider that a boondoggle!

There is NO reason to spend a lot of money to create a bridge just for people to walk or bike across!!!! Following website illustrates a large variety of bridges which would perfectly satisfy that requirement.

[https://www.google.com/search?q=footbridge&tbm=isch&chips=q:footbridge,g\\_1:suspension:OdIp-fh8xbo%3D&hl=en-US&ved=2ahUKEwiz\\_TP1ZXoAhURiJ4KHe8IAZcQ4IYoDHoECAEQLA&biw=1269&bih=663](https://www.google.com/search?q=footbridge&tbm=isch&chips=q:footbridge,g_1:suspension:OdIp-fh8xbo%3D&hl=en-US&ved=2ahUKEwiz_TP1ZXoAhURiJ4KHe8IAZcQ4IYoDHoECAEQLA&biw=1269&bih=663)

I would appreciate your response, and want you to know that I live in Wahiawa and work at NCTAMS – uphill from Whitmore village and commute by bicycle. Another/additional alternative would be to improve the access on each side of the Karsten-Thot Bridge. It already has walkways on each side, but noting but dirt at the ends. I would be nice to have a sidewalk up to Kilani Ave and better access at the Whitmore end...

DAVID M. NELSON



### COMMENT FORM

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Name: WILLIAM NIPP IV Address: 1147 Hoi Hoi Ave  
 Phone: (808) 551-5880 WAHIAWA HI. 96786  
 E-mail: \_\_\_\_\_

Comments: I AM AGAINST THIS WHITMORE VILLAGE  
TO WAHIAWA PEDESTRIAN BRIDGE. I FEEL THAT  
THE 13.5 MILLION DOLLARS COULD AND SHOULD  
BE USED FOR MORE IMPORTANT PROJECTS LIKE  
FIXING POT HOLES ON WHITMORE AVE. OR  
KAMAHAMAHANU WAY OR EVEN SIDEWALKS FOR  
WHITMORE VILLAGE SO THE CHILDREN DONT  
HAVE TO WALK ON THE ROADS ON THEIR WAY  
TO AND FROM SCHOOL. PLEASE REALLY TAKE  
IN TO CONSIDERATION FOR THE PEOPLE OF  
WHITMORE VILLAGE!! MUCH MAHALO!

RECEIVED  
 20 MAR 10 P4:18  
 DESIGN BRANCH  
 HIGHWAYS DIVISION  
 DEPT. OF TRANSPORTATION

(use additional sheets if appropriate)



**COMMENT FORM**

**Wahiawa Pedestrian Bridge Project, Whitmore Village**

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Name: Peggy Pavao Address: 265 Thomas St  
Phone: 621-7099 Wahiawa HI  
E-mail: \_\_\_\_\_ 96786

Comments: 30+ years ago this  
was a good idea -  
Not now!  
waste of money

**RECEIVED**

**MAR 20 2020**

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

# COMMENT FORM

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Name: Sylvia Plemer Address: 1233 Kaala Ave  
Phone: (808) 975-0584 Wahiawa HI 96786  
E-mail: SylviaYmp@gmail.com

Comments: I am opposed to the pedestrian bridge from Whitmore to Koa Street. I feel that it is inappropriate for a pathway to go through a neighborhood. If the reason for the bridge is to assist those in Whitmore to access Wahiawa Transit station, medical facilities or other businesses, the other two options provide a more convenient direct route to where they are going.

I also have concerns that by considering Koa St. as an option, it opens our quiet neighborhood to any unwanted "element" that would use the bridge for illicit reasons such as burglarizing homes, selling drugs or other illegal activity. How easy for them to escape on bikes across the bridge as police cars cannot chase them. There has been no mention of who will provide safety surveillance of the bridge as it appears it will be in an isolated area while crossing. Will seniors and children be safe using it?

Another concern is the long term maintenance of the bridge. Will this be another gathering place for the homeless encampments? People who have nothing than to <sup>be out</sup> "loiter"? Will this end up being another derelict entity Wahiawa must find funds to maintain.

I feel that the money should be redirected to other current more pressing projects that the community needs now.

For these reasons, I am opposed to this bridge from Whitmore to Koa St.

(use additional sheets if appropriate)

RECEIVED

MAR 13 2020  
TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION



## COMMENT FORM

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Name: Salvatore Putzulu Address: 886 Lemi St.  
Phone: 808 621-2675 Wahiawa, HI  
E-mail: putzulus@gmail.com 96786

Comments: In an ideal world the bridge would be great.  
Problem is I'm afraid the pathways to the bridge would  
just open up more convenient areas for homeless encampments.  
Who would want to use the trail and bridge when homeless and  
their dogs and baggage is all over the place.  
Look at Marcus Distro Parks on the Honolulu side of the bridge  
coming off the freeway into Wahiawa. Do any of the tax  
paying citizens use that park? I went on the pathway  
behind Cutter Ford going to Pearl Harbor one way and  
Waipahu the other. I sure didn't feel safe especially with  
the threatening dogs they had back there. Some were tied  
at the camps, others weren't.  
I would say use the money to do something  
about the homeless before this bridge.  
If it's Dept of Transportation funds need to be  
used for transportation needs ~ fix Wilikina Drive.  
That road is a disaster headed to the Military Bases.  
Don't we get funding to have good roads to the Bases.

RECEIVED

(use additional sheets if appropriate)

MAR 24 2020

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

## COMMENT FORM

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Name: Luci Shimonishi

Address: 1240 Auwai Drive

Phone: 808 621-9781

Wahiawa, Hawaii 96786

E-mail: luci.shimonishi@hawaiiantel.net

Comments:

*Is Rose idea of this folly is it?  
Probably the same person who made the  
useless park on the side of Wilson  
bridge entering Hahaione.*

*Is that exactly is the purpose of this  
bridge & who is going to maintain &  
keep undesirables from loitering & loousing  
themselves there.*

*Do something more constructive & stop  
throwing away our hard earned money!!  
Absolutely ASININE!*

## Yuen, Holly

---

**From:** Yuen, Holly  
**Sent:** Tuesday, March 10, 2020 8:37 AM  
**To:** Pat Suzuki  
**Subject:** RE: [EXTERNAL] Wahiawa pedestrian bridge project

Pat,

Thank you for your input and I acknowledge that you do not support the Wahiawa Pedestrian Bridge project.

If you would like to complete the survey, you can answer the second question by choosing the "like all equally" answer and move on to the next question. Your first answer will show that you do not support this project.

Thank you, holly

-----Original Message-----

**From:** Pat Suzuki <psuzuki1106@gmail.com>  
**Sent:** Monday, March 09, 2020 8:26 PM  
**To:** Yuen, Holly <holly.yuen@hawaii.gov>  
**Subject:** [EXTERNAL] Wahiawa pedestrian bridge project

NO BUILD

Why does your survey ask support or no support. When selecting strongly opposed, next question which location needs to be selected before proceedings. No option of "none". Survey cannot be completed. Response is required to proceed survey.

So your survey would only reflect support which is totally unfair. Not a true picture of community input.

I have lived all my life in Wahiawa, born and raised and educated at Wahiawa Elementary, Wahiawa Intermediate and Leilehua HS then college.

Wahiawa does not need a pedestrian bridge, what purpose would it serve.

It won't be used by taxpayers.

It is unnecessary use of millions of \$\$\$\$\$.

The only pedestrian are the homeless which would have another place to occupy.

Times have changed/society has changed.

NO BUILD plan is outdated

Sent from my iPhone

## COMMENT FORM

### Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

The State of Hawaii Department of Transportation encourages all interested individuals and organizations to comment on the project.

To comment on the project you can (a) complete this form tonight and deposit it in the Comment Box or give it to one of the members of the project team, (b) take this form home, complete it, and then fold it, staple it, affix proper postage, and mail it to us, or (c) use the contact information below to submit email comments to one of the project managers.

For more information on the project, please contact Ms. Holly Yuen via email at Holly.Yuen@hawaii.gov or by phone at (808) 692-7548 as soon as possible.

Name: Russell Suzuki Address: elo: 1106 Club Dr.  
Phone: 808 677-1388 Wahiawa HI 96786  
E-mail: russ1106ras@msn.com

Comments: As you witnessed last night (2/26/20) the communities of Whitmore and Wahiawa have overwhelmingly voiced their opposition to this ill conceived proposal. If the State + DOT had properly maintained the Karsten That bridge, as it ought to have done decades ago - the need for an alternate access would not have been an issue. We don't need a pedestrian bridge and that money should go back into the general fund and Sen. Donovan, <sup>Del. Cray</sup> as chair of the W&M committee, should push to appropriate that money for R+M of the KT bridge. A pedestrian bridge would be, as many have testified, an attractive nuisance. It will attract <sup>the</sup> homeless, drug addicts, and predatory activity. Without careful monitoring it would pose a great liability to the State as a place for people to bungee jump from or even commit suicide, just as so many do at the GG Bridge. Why wasn't Director Butay in attendance? He needs to hear what the community is saying.

Stop the project, it's a bad idea! Let the money revert back into the general fund and put in a new budget request to repair and maintain the Karsten That Bridge so we won't need an alternative pedestrian bridge. And put the money to cheer the homeless out of the Area! Russ Suzuki

(use additional sheets if appropriate)

### COMMENT FORM

### Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

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For more information on the project, please contact Ms. Holly Yuen via email at Holly.Yuen@hawaii.gov or by phone at (808) 692-7548 as soon as possible.

RECEIVED  
20 MAR 30 P 5:25  
DESIGN BRANCH  
HIGHWAYS DIVISION  
DEPT. OF TRANSPORTATION

Name: BRENDA TAKEHARA

Address: 26 NANEA

Phone: 621-5137

E-mail: \_\_\_\_\_ PART 1 \_\_\_\_\_

Comments: Aloha,

For what it's worth I'd like to offer my opinion on this WAHIAWA PEDESTRIAN BRIDGE PROJECT, WHITMORE VILLAGE to WAHIAWA from my perspective living in Wahiawa and going on daily walks.

While this project is a nice idea for the future I feel that there are more pressing concerns at the moment.

I don't understand why "new" projects are being pushed forward when what already exist is not being maintained, repaired or replaced. Example, Oahu is building an expensive rail system while many of our roads are full of potholes and I see this project on the agenda being no different.

Has anyone in charge of proposing this "new" project walked the streets in Wahiawa where most walking is on asphalt pathways and very few sidewalks of concrete. Most of these asphalt paths are in poor and some in seriously dangerous conditions with uneven surfaces and potholes for our senior citizens and kids walking to school. Why are these not maintained and have gotten so bad?

(use additional sheets if appropriate)

### COMMENT FORM

### Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

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For more information on the project, please contact Ms. Holly Yuen via email at Holly.Yuen@hawaii.gov or by phone at (808) 692-7548 as soon as possible.

Name: \_\_\_\_\_ Address: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

Comments: PART 2

There are street signs in Wahiawa that are so blackened by mold / mildew that one cannot read it. Why aren't these signs not maintained in order to be read, especially in an emergency.

In closing, while this "new" project is a nice idea, please consider maintaining, repairing and replacing what we have existing before moving forward on a completely new project. Sometimes I feel like Wahiawa is the forgotten city on Oahu.

Mahalo for listening,

Brenda Takehara

## Yuen, Holly

---

**From:** manoatruck@aol.com  
**Sent:** Sunday, March 29, 2020 10:19 AM  
**To:** Yuen, Holly  
**Subject:** [EXTERNAL] Bridge

Hello Ms. Yuen i am very opposed to a bridge in that area as you know there is a huge homeless camp not far from proposed project and this would just add to the misery residents in both Wahiawa and Whitmore by #1 just another place to camp out under the bridge #2 allow easy access/escape where police would have a difficult time pursuing #3 Whitmore and Wahiawa already have sufficient bus service there is no need to link the two towns it is a waste of taxpayer money and will assist the already petty crimes which could lead to major crime in the future i hope whoever is in power to reconsider this waste of taxpayer money and time . Thank You Kevin H Tosaki Wahiawa resident

RECEIVED

MAR 18 2020

TECHNICAL DESIGN DIVISION OF THE DEPARTMENT OF TRANSPORTATION

### COMMENT FORM

## Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa

The State of Hawaii Department of Transportation encourages all interested individuals and organizations to comment on the project.

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For more information on the project, please contact Ms. Holly Yuen via email at Holly.Yuen@hawaii.gov or by phone at (808) 692-7548 as soon as possible.

Name: ROY YAMAGUCHI Address: 911 ZHITHI AVE  
 Phone: 2845250 WHITMORE  
 E-mail: WYUEN-ROY@YAHOO.COM

Comments: I DID NOT ATTEND THE PUBLIC MEETING RECENTLY HELD AT HELEMANO SCHOOL.

A WHILE AGO I DID READ ABOUT SOME TYPE OF AGRICULTURAL COMPLEX BEING PLANNED FOR WHITMORE VILLAGE. IS THIS BRIDGE A PART OF THIS PROJECT?

I DO NOT SEE HOW BUILDING A PEDESTRIAN BRIDGE WOULD BENEFIT THE RESIDENTS OF WHITMORE OR WAHIAWA. PROBABLY BE GOOD FOR THE HOMELESS WHO LIVE IN THE AREA.

THE FUNDS TO BUILD THIS BRIDGE SHOULD BE USED INSTEAD TO REPAIR KAM WY THROUGH WAHIAWA. POTHOLES CONSTANTLY POSE A SEVERE SAFETY AND DESTRUCTIVE PROBLEM TO OUR VEHICLES. THIS WOULD BENEFIT NOT ONLY RESIDENTS OF WHITMORE/WAHIAWA BUT EVERYONE WHO COMMUTE TO AND FROM THE N. SHORE. WE ALSO NEED SPEED BUMPS ALONG ZHITHI AVE FRONTING HELEMANO ELEM. SCHOOL.

(use additional sheets if appropriate)

THESE MAINTENANCE ISSUES SHOULD BE ADDRESS BEFORE A BRIDGE FOR PEDESTRIANS BE BUILT

## Yuen, Holly

---

**From:** yenm001@hawaii.rr.com  
**Sent:** Wednesday, March 18, 2020 3:18 PM  
**To:** Yuen, Holly  
**Cc:** 'repperruso@Capitol.hawaii.gov'  
**Subject:** [EXTERNAL] Wahiawa Pedestrian Bridge - Whitmore

Aloha Holly,

I took the opportunity to review this pedestrian bridge. As a resident of Whitmore Village area, this is absolutely wonderful.

I do wish there is a 2nd vehicle connection (bridge) going into Wahiawa though. When the Karsten Thot Bridge was closed, the only alternative to go around the north and Wilikina drive was not a viable one, adding 50 minutes to my commute into work in town.

Thanks for taking my comments.

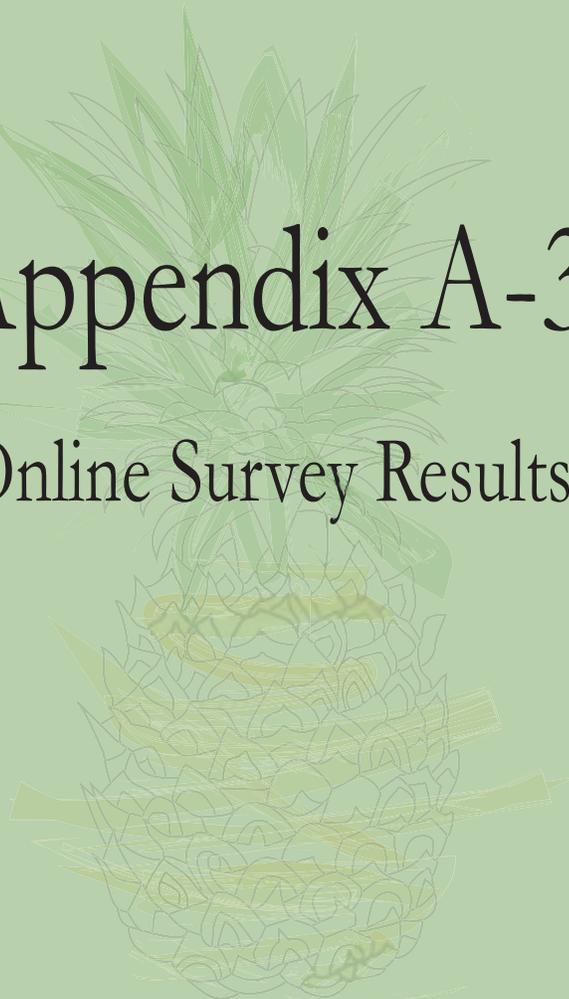
Mark Yen  
108 Uakaniko'o Place  
Wahiawa, HI 96786  
808 554-9199





# Appendix A-3

## Online Survey Results





**Support the construction of a pedestrian/bicycle bridge over Kiikii Stream from Whitmore Village to Wahiawa Town**

	Count	Column N %
q1 Strongly support	134	39%
Somewhat support	36	10%
Neutral	17	5%
Somewhat opposed	18	5%
Strongly opposed	100	29%
Refused	40	12%
Total	345	100%

**Preference of the three possible alignments for the pedestrian/bicycle bridge**

	Count	Column N %
q2 Palm Street (Blue Dots)	16	5%
N Cane Street (Yellow Dots)	161	47%
Koa Street (Red Dots)	15	4%
Like all alignments equally	45	13%
None	108	31%
Total	345	100%

**Would you personally use a pedestrian/bicycle bridge over Kiikii Stream from Whitmore Village to Wahiawa Town?**

	Count	Column N %
q3 Yes	125	36%
No	183	53%
Don't know	37	11%
Total	345	100%

**Do you know of other people who may use a pedestrian/bicycle bridge over Kiikii Stream from Whitmore Village to Wahiawa Town?**

	Count	Column N %
q4 Yes	148	43%
No	158	46%
Don't know	39	11%
Total	345	100%

**Residence**

	Count	Column N %
q5 Whitmore Village	75	22%
Wahiawa Town	249	72%
Other	21	6%
Total	345	100%

**Length of Residency**

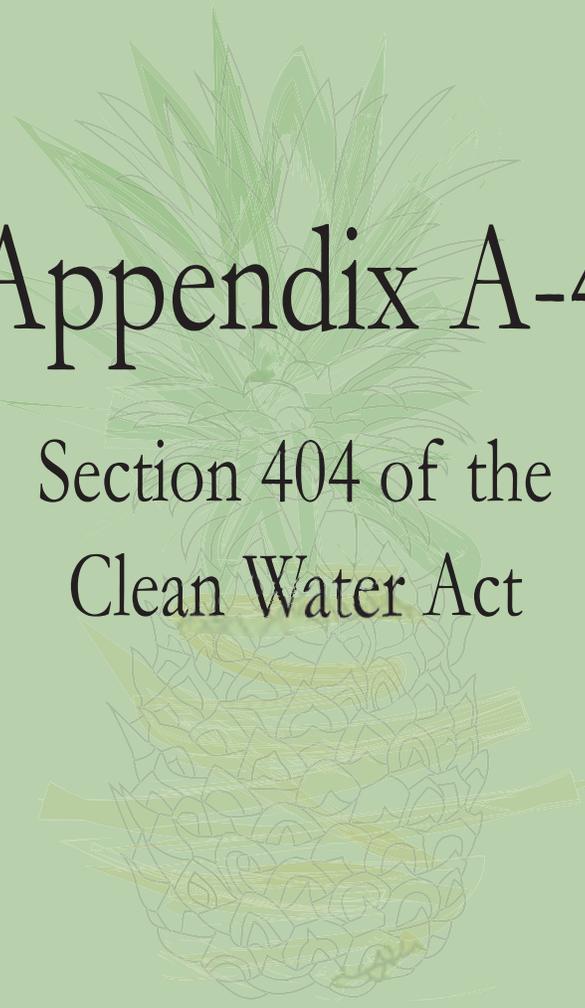
	Count	Column N %
q6 Less than 1 year	7	2%
2 - 5 years	32	9%
6 - 10 years	24	7%
11 - 20 years	60	17%
20 years plus or lifetime	222	64%
Total	345	100%





# Appendix A-4

Section 404 of the  
Clean Water Act





## **McClellan, Malie**

---

**From:** Koskelo, Vera B CIV (USA) <Vera.B.Koskelo@usace.army.mil>  
**Sent:** Thursday, March 5, 2020 12:03 PM  
**To:** Nishioka, Todd S.  
**Cc:** Yuen, Holly; Urasaki, Randall M.; Adams, Rachel; McClellan, Malie  
**Subject:** POH-2020-00051 (Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa, Oahu)

Hi Todd,

Thank you for the meeting minutes.

I concur with your summary.

My understanding is that the proposed bridge alignments would be adjusted to avoid impacts to any wetlands found during the field survey. Additionally, since the bridge piers placed within the channel would not exceed 12% of the channel area below the Ordinary High Water Mark, the bridge piers would not have the effect of fill. Since the proposed bridge itself would not result in the discharge of fill into the channel (or any other waters of the US), Corps authorization is not required for the bridge itself.

I also understand from our meeting that the contractor, on behalf of HDOT, is anticipated to apply for Corps authorization to discharge fill for temporary construction access BMPs. Based on the information provided, the Corps could review the proposed temporary fill under NWP 14 since the bridge is part of a linear transportation project (similar to the Maipalaoa Stream Bridge project).

Thank you,

Vera Koskelo  
Biologist  
Project Manager  
Honolulu District  
U.S. Army Corps of Engineers  
Building 230  
Fort Shafter, Hawaii 96858-5440  
808-835-4310  
Vera.B.Koskelo@usace.army.mil

-----Original Message-----

From: Nishioka, Todd S. [mailto:Todd.Nishioka@wsp.com]  
Sent: Wednesday, February 26, 2020 4:05 PM  
To: Koskelo, Vera B CIV (USA) <Vera.B.Koskelo@usace.army.mil>  
Cc: Yuen, Holly <holly.yuen@hawaii.gov>; Urasaki, Randall M. <Randall.Urasaki@wsp.com>; Adams, Rachel <Rachel.Adams@wsp.com>; McClellan, Malie <Malie.McClellan@wsp.com>  
Subject: [Non-DoD Source] Wahiawa Pedestrian Bridge - Permit Determination

Hi Vera,

Thank you for meeting with us on Friday, February 21, 2020 as we discussed the Wahiawa Pedestrian Bridge project. Per our meeting, WSP discussed their role in providing parameters within the Request for Proposal to allow the Contractors

to bid on the project and construct the project in a timely and fair fashion. WSP is requesting a letter of "No Permit" under the premise that the Contractor will be restricted to place permanent fill (i.e. piers within Kiikii Stream) up to 12% of the total cross sectional area of Kiikii Stream. Please see attached figure

Total allowable permanent fill shall not exceed 12% = Area of potential Column area within the USACE jurisdictions / Stream Area (Kiikii Stream)

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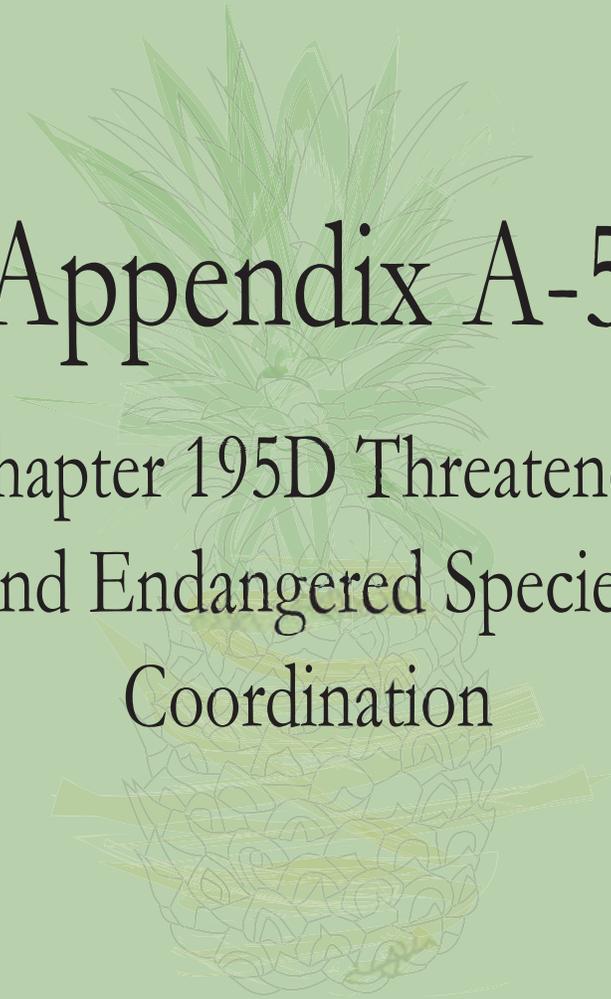
NOTICE: This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited. If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

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# Appendix A-5

## Chapter 195D Threatened and Endangered Species Coordination





**Yuen, Holly**

---

**From:** Kennedy, Henry  
**Sent:** Friday, March 06, 2020 3:44 PM  
**To:** Kraska, Johnathon L  
**Cc:** Yuen, Holly  
**Subject:** RE: HWY-DS 2.1427

Aloha Johnathon,

Acknowledging receipt of your email.

Thanks,  
Henry

**From:** Kraska, Johnathon L <johnathon\_kraska@fws.gov>  
**Sent:** Monday, March 02, 2020 6:38 AM  
**To:** Kennedy, Henry <henry.kennedy@hawaii.gov>  
**Subject:** [EXTERNAL] HWY-DS 2.1427

Good morning Henry,

This is in response to the proposed pedestrian facility from Whitmore village to Wahiawa town. After looking at our dataset, I don't see any differences in environmental concerns with either option for placement. We do not know of any future projects in that area, ongoing or planned. As far as permitting goes, the service recommends ESA section 7 consultation for potential effects to listed species depending on project actions and when they occur. Please feel free to contact us if you have any questions regarding this response. Thank you for your early coordination.

Johnathon

Johnathon Kraska

Endangered Species Biologist

U.S. Fish and Wildlife Service

Pacific Islands Fish and Wildlife Office

300 Ala Moana Boulevard, Room 3-122

Honolulu, Hawaii 96850

Office: (808) 792-9427, Mobile: (808) 853-8073



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Pacific Islands Fish and Wildlife Office  
300 Ala Moana Boulevard, Room 3-122  
Honolulu, Hawaii 96850



In Reply Refer To:  
01EPIF00-2020-TA-0183  
HWY-DS 2.1427

March 18, 2020

Mr. Henry Kennedy  
State of Hawaii  
Department of Transportation  
601 Kamokila Boulevard  
Kapolei, Hawaii 96707

Subject: Pre-assessment consultation Wahiawa pedestrian bridge, Wahiawa, Oahu

Dear Mr. Kennedy:

Thank you for your recent correspondence requesting technical assistance on species biology, habitat, or life requisite requirements. The Pacific Islands Fish and Wildlife Office (PIFWO) of the U.S. Fish and Wildlife Service (Service) appreciates your efforts to avoid or minimize effects to protected species associated with your proposed actions. We provide the following information for your consideration under the authorities of the Endangered Species Act (ESA) of 1973 (16 U.S.C. 1531 *et seq.*), as amended.

Due to significant workload constraints, PIFWO is currently unable to specifically address your information request. The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. Based on your project location and description, we have noted the species most likely to occur within the vicinity of the project area, in the '**Occurs In or Near Project Area**' column. Please note this list is not comprehensive and should only be used for general guidance. We have added to the PIFWO website, located at <https://www.fws.gov/pacificislands/promo.cfm?id=177175840> recommended conservation measures intended to avoid or minimize adverse effects to these federally protected species and best management practices to minimize and avoid sedimentation and erosion impacts to water quality.

If you are representing a federal action agency, please use the official species list on our web-site for your section 7 consultation. You can find out if your project occurs in or near designated critical habitat here: <https://ecos.fws.gov/ipac/>.

INTERIOR REGION 9  
COLUMBIA-PACIFIC NORTHWEST

IDAHO, MONTANA\*, OREGON\*, WASHINGTON  
\*PARTIAL

INTERIOR REGION 12  
PACIFIC ISLANDS

AMERICAN SAMOA, GUAM, HAWAII, NORTHERN  
MARIANA ISLANDS

Under section 7 of the ESA, it is the Federal agency's (or their non-Federal designee) responsibility to make the determination of whether or not the proposed project "may affect" federally listed species or designated critical habitat. A "may affect, not likely to adversely affect" determination is appropriate when effects to federally listed species are expected to be discountable (*i.e.*, unlikely to occur), insignificant (minimal in size), or completely beneficial. This conclusion requires written concurrence from the Service. If a "may affect, likely to adversely affect" determination is made, then the Federal agency must initiate formal consultation with the Service. Projects that are determined to have "no effect" on federally listed species and/or critical habitat do not require additional coordination or consultation.

Implementing the avoidance, minimization, or conservation measures for the species that may occur in your project area will normally enable you to make a "may affect, not likely to adversely affect" determination for your project. If it is determined that the proposed project may affect federally listed species, we recommend you contact our office early in the planning process so that we may assist you with the ESA compliance. If the proposed project is funded, authorized, or permitted by a Federal agency, then that agency should consult with us pursuant to section 7(a)(2) of the ESA. If no Federal agency is involved with the proposed project, the applicant should apply for an incidental take permit under section 10(a)(1)(B) of the ESA. A section 10 permit application must include a habitat conservation plan that identifies the effects of the action on listed species and their habitats, and defines measures to minimize and mitigate those adverse effects.

We appreciate your efforts to conserve endangered species. We regret that we cannot provide you with more specific protected species information for your project site. If you have questions that are not answered by the information on our website, you can contact PIFWO at (808) 792-9400 and ask to speak to the lead biologist for the island where your project is located.

Sincerely,

**Aaron  
Nadig**

Digitally signed by  
Aaron Nadig  
Date: 2020.03.18  
12:33:00 -10'00'

Island Team Manager  
Pacific Islands Fish and Wildlife Office

cc: Holly Yuen

The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. For your guidance, we've marked species that may occur in the vicinity of your project, this list is not comprehensive and should only be used for general guidance.

<u>Scientific Name</u>	<u>Common Name / Hawaiian Name</u>	<u>Federal Status</u>	<u>May Occur In Project Area</u>
<b>Mammals</b>			
<i>Lasiurus cinereus semotus</i>	Hawaiian hoary bat/ 'ōpe'ape'a	E	<input checked="" type="checkbox"/>
<b>Reptiles</b>			
<i>Chelonia mydas</i>	Green sea turtle/honu - Central North Pacific DPS	T	<input type="checkbox"/>
<i>Erectmochelys imbricata</i>	Hawksbill sea turtle/ Honu 'ea	E	<input type="checkbox"/>
<b>Birds</b>			
<i>Anas wyvilliana</i>	Hawaiian duck/ koloa	E	<input type="checkbox"/>
<i>Branta sandvicensis</i>	Hawaiian goose/ nēnē	E	<input type="checkbox"/>
<i>Fulica alai</i>	Hawaiian coot/ 'alae kea	E	<input checked="" type="checkbox"/>
<i>Gallinula galeata sandvicensis</i>	Hawaiian gallinule/ 'alae 'ula	E	<input checked="" type="checkbox"/>
<i>Himantopus mexicanus knudseni</i>	Hawaiian stilt/ Ae'o	E	<input checked="" type="checkbox"/>
<i>Oceanodroma castro</i>	Band-rumped storm-petrel/ 'akē'akē	E	<input checked="" type="checkbox"/>
<i>Pterodroma sandwichensis</i>	Hawaiian petrel/ 'ua'u	E	<input checked="" type="checkbox"/>
<i>Puffinus auricularis newelli</i>	Newell's shearwater/ 'a'o	T	<input checked="" type="checkbox"/>
<i>Ardenna pacificus</i>	Wedge-tailed Shearwater/ 'ua'u kani	MBTA	<input type="checkbox"/>
<i>Gygis alba</i>	White Tern/ manu-o-kū	MBTA	<input type="checkbox"/>
<i>Buteo solitarius</i>	Hawaiian hawk/ 'io	E	<input type="checkbox"/>
<b>Insects</b>			
<i>Manduca blackburni</i>	Blackburn's sphinx moth	E	<input type="checkbox"/>
<i>Megalagrion pacificum</i>	Pacific Hawaiian Damselfly	E	<input type="checkbox"/>
<i>M. xanthomelas</i>	Orangeblack Hawaiian Damselfly	E	<input type="checkbox"/>
<i>M. nigrohamatum nigrolineatum</i>	Blackline Hawaiian Damselfly	E	<input type="checkbox"/>

<b>Plants</b>				
<u>Scientific Name</u>	<u>Common Name or Hawaiian Name</u>	<u>Federal Status</u>	<u>Locations</u>	<u>May Occur In Project Area</u>
<i>Abutilon menziesii</i>	Ko'oloa'ula	E	O, L, M, H	<input type="checkbox"/>
<i>Achyranthes splendens</i> var. <i>rotundata</i>	'Ewa hinahina	E	O	<input type="checkbox"/>
<i>Bonamia menziesii</i>	No common name	E	K, O, L, M, H	<input type="checkbox"/>
<i>Canavalia pubescens</i>	'Āwikiwiki	E	Ni, K, L, M	<input type="checkbox"/>
<i>Colubrina oppositifolia</i>	Kauila	E	O, M, H	<input type="checkbox"/>
<i>Cyperus trachysanthos</i>	Pu'uka'a	E	K, O	<input type="checkbox"/>
<i>Gouania hillebrandii</i>	No common name	E	Mo, M	<input type="checkbox"/>
<i>Hibiscus brackenridgei</i>	Ma'o hau hele	E	O, Mo, L, M, H	<input type="checkbox"/>
<i>Ischaemum byrone</i>	Hilo ischaemum	E	K, O, Mo, M, H	<input type="checkbox"/>
<i>Isodendrion pyriformium</i>	Wahine noho kula	E	O, H	<input type="checkbox"/>
<i>Marsilea villosa</i>	'Ihi'ihii	E	Ni, O, Mo	<input type="checkbox"/>
<i>Mezoneuron kavaiense</i>	Uhiuhi	E	O, H	<input type="checkbox"/>
<i>Nothoestrum breviflorum</i>	'Aiea	E	H	<input type="checkbox"/>
<i>Panicum fauriei</i> var. <i>carteri</i>	Carter's panicgrass	E	Molokini Islet (O), Mo	<input type="checkbox"/>
<i>Panicum niuhauense</i>	Lau'ehu	E	K	<input type="checkbox"/>
<i>Peucedanum sandwicense</i>	Makou	E	K, O, Mo, M	<input type="checkbox"/>
<i>Pleomele (Chrysodracon)</i> <i>hawaiiensis</i>	Halapepe	E	H	<input type="checkbox"/>
<i>Portulaca sclerocarpa</i>	'Ihi	E	L, H	<input type="checkbox"/>
<i>Portulaca villosa</i>	'Ihi	E	Le, Ka, Ni, O, Mo, M, L, H, Nihoa	<input type="checkbox"/>
<i>Pritchardia affinis</i> ( <i>maideniana</i> )	Loulu	E	H	<input type="checkbox"/>
<i>Pseudognaphalium</i> <i>sandwicense</i> var. <i>molokaiense</i>	'Ena'ena	E	Mo, M	<input type="checkbox"/>
<i>Scaevola coriacea</i>	Dwarf naupaka	E	Mo, M	<input type="checkbox"/>
<i>Schenkia (Centaurium)</i> <i>sebaeoides</i>	'Āwiwi	E	K, O, Mo, L, M	<input type="checkbox"/>
<i>Sesbania tomentosa</i>	'Ōhai	E	Ni, Ka, K, O, Mo, M, L, H, Necker, Nihoa	<input type="checkbox"/>
<i>Tetramolopium rockii</i>	No common name	T	Mo	<input type="checkbox"/>
<i>Vigna o-wahuensis</i>	No common name	E	Mo, M, L, H, Ka	<input type="checkbox"/>

Location key: O=O'ahu, K=Kaua'i, M=Maui, H=Hawai'i Island, L=Lāna'i, Mo=Moloka'i, Ka=Kaho'olawe, Ni=Ni'ihau, Le=Lehua

DAVID Y. IGE  
GOVERNOR

HIGHWAY DESIGN BRANCH, ROOM 688A  
BRIDGE DESIGN SECTION, ROOM 611  
CADASTRAL DESIGN SECTION, ROOM 600  
HIGHWAY DESIGN SECTION, ROOM 609  
HYDRAULIC DESIGN SECTION, ROOM 636  
LANDSCAPING DESIGN SECTION, ROOM 688A  
TECHNICAL DESIGN SECTION, ROOM 688



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
601 KAMOKILA BOULEVARD  
KAPOLEI, HAWAII 96707

February 18, 2020

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
LYNN A.S. ARAKI-REGAN  
DEREK J. CHOW  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-DS 2.1428

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FEB 21 2020

Division of Aquatic Resources  
6097

TO: BRIAN NEILSON, ADMINISTRATOR  
DIVISION OF AQUATIC RESOURCES  
DEPARTMENT OF LAND AND NATURAL RESOURCES

FROM: <sup>Karen Chun</sup> KAREN CHUN  
ENGINEERING PROGRAM MANAGER  
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: HAWAII REVISED STATUTES (HRS) CHAPTER 343 SCOPING  
AND PRE-ASSESSMENT CONSULTATION  
WAHIAWA PEDESTRIAN BRIDGE,  
WHITMORE VILLAGE TO WAHIAWA  
WAHIAWA, ISLAND OF OAHU, STATE OF HAWAII

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MAR 18 2020

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

The State of Hawaii Department of Transportation, Highways Division (HDOT) is proposing to construct a shared use bicycle/pedestrian facility from Whitmore Village to Wahiawa Town, which includes a new non-vehicular bridge over Kiikii Stream. Please refer to the enclosed *Project Location Map* for the project location and potential route alternatives. The shared use path is intended to drastically reduce the time and distance between Whitmore Village and Wahiawa Town by creating an additional multimodal connector from Whitmore Village to the Wahiawa Transit Center. Moreover, the project would fulfill the stated objectives within the Proposed 2016 Central Oahu Sustainable Communities Plan of designing communities to reduce automobile usage, while supporting walking, biking, and transit use. HDOT is reaching out to you as well as other City, State, federal agencies, and the surrounding community to gather project input.

HDOT, as part of the HRS Chapter 343 process, is evaluating three routes: (1) along Palm Street, (2) along North Cane Street, and (3) along Koa Street. We are interested in any information you may have related to the project, including any design concerns, as well as any environmental or social concerns within the project area. Also, we would like to know if you have any recent or upcoming projects planned in the area, or if there are any specific permitting issues or considerations that you'd like to bring to our attention. We would appreciate receiving such information in writing within 30 days of the date of this letter. The information will assist us in preparing the Draft Environmental Assessment, which is anticipated to be released in late March of 2020.

BRIAN NEILSON  
February 18, 2020  
Page 2

HWY-DS 2.1428

A public informational meeting will be held on Wednesday, February 26, 2020 from 6:00 p.m. to 7:30 p.m. at Helemano Elementary School's Cafeteria (1001 Ihihi Avenue, Wahiawa, Hawaii, 96786). We look forward to hearing from interested parties there, too.

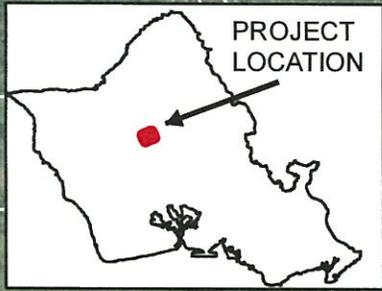
If you have any questions or concerns please contact either Mr. Henry Kennedy via email at [Henry.Kennedy@hawaii.gov](mailto:Henry.Kennedy@hawaii.gov) or by phone at (808) 692-7550 or Ms. Holly Yuen via email at [Holly.Yuen@hawaii.gov](mailto:Holly.Yuen@hawaii.gov) or by phone at (808) 692-7548.

The project team looks forward to working with you, and greatly appreciates your participation.

Sincerely,

Karen Chun  
Engineering Program Manager  
Design Branch, Highways Division

Enclosure



### LEGEND

#### Alignments

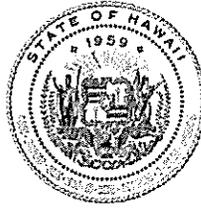
- Palm Street
- N Cane Street
- Koa Street

Source: Esri, DigitalGlobe, IGN, and the GIS User

Wahiawa Pedestrian Crossing Project  
**PROJECT AREA**



DAVID Y. IGE  
GOVERNOR OF  
HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
DIVISION OF AQUATIC RESOURCES  
1151 PUNCHBOWL STREET, ROOM 330  
HONOLULU, HAWAII 96813

SUZANNE D. CASE  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA  
FIRST DEPUTY

M. KALEO MANUEL  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

Date: March 4, 2020

DAR # 6097

MEMORANDUM

TO: Brian J. Neilson  
DAR Administrator

FROM: Paul Murakawa, Aquatic Biologist *PM*

SUBJECT: Chapter 343 Scoping and Pre-Assessment Consultation Wahiawa Pedestrian Bridge,  
Whitmore Village to Wahiawa

Request Submitted by: Karen Chun, Engineering Program Manager, Design Branch

Wahiawa, Island of Oahu, State of Hawaii

Location of Project: \_\_\_\_\_

Brief Description of Project:

The State of Hawaii Department of Transportation, Highways Division (HDOT) is proposing to construct a shared use bicycle/pedestrian facility from Whitmore Village to Wahiawa Town, which includes a new non-vehicular bridge over Kiikii Stream. The shared use path is intended to drastically reduce the time and distance between Whitmore Village and Wahiawa Town by creating an additional multimodal connector from Whitmore Village to the Wahiawa Transit Center. Moreover, the project would fulfill the stated objectives within the Proposed 2016 Central Oahu Sustainable Communities Plan of designing communities to reduce automobile usage, while supporting walking, biking, and transit use.

Comments:

No Comments     Comments Attached

Thank you for providing DAR the opportunity to review and comment on the proposed project. Should there be any changes to the project plan, DAR requests the opportunity to review and comment on those changes.

Comments Approved: *Brian J. Neilson* Date: 3-16-2020

Brian J. Neilson  
DAR Administrator

DAR# 6097

Comments

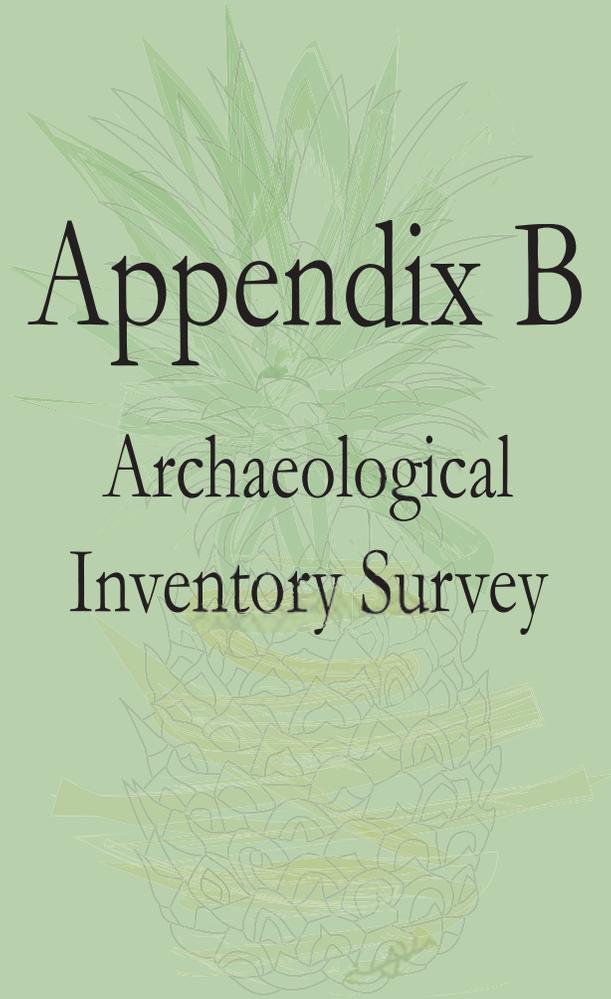
DAR would like to provide the following comments on the proposed pedestrian bridge connecting Whitmore village and Wahiawa. DAR has no project or any proposed projects in that area, but Kiikii Stream is part of Lake Wilson. DAR regulates the fishing in Lake Wilson, thus we have concerns with the design of the pedestrian bridge. The concerns as the bridge crosses over Kiikii Stream include: 1) will there be fencing on the bridge to prevent people from jumping off, throwing trash from or fishing off it, and 2) will the bridge have any in-water supports prohibiting boats from going past it.

There are also social concerns regarding the homeless and crime that is associated with that area. Additional concerns regarding trash and various other environmental health hazards that result from homeless communities setting up camps under these bridges need to be addressed to further prevent potential environmental impacts.



# Appendix B

## Archaeological Inventory Survey





# An Archaeological Inventory Survey for the Wahiawa Pedestrian Crossing Project

TMKs: (1) 7-1-001:013 , 015 (Por.), and 017 (Por.); 7-1-002: 004  
(Por.) and 009; and 7-4-007:006 (Por.) and 007 (Por.)

Wahiawā Ahupuaʻa  
Wahiawā (Waialua) District  
Island of Oʻahu



*Prepared By:*

Teresa Gotay, M.A.,  
and  
Matthew R. Clark, M.A.

*Prepared For:*

WSP USA  
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July 2020

ASM Project Number . 34410.00



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# **An Archaeological Inventory Survey for the Wahiawa Pedestrian Crossing Project**

TMKs: (1) 7-1-1:013, 015 (Por.), and 017 (Por.);  
7-1-002:004 (Por.) and 009; and 7-4-7:006 (Por.) and 007 (Por.)

Wahiawā Ahupua‘a  
Wahiawā (Waialua) District  
Island of O‘ahu





---

## EXECUTIVE SUMMARY

At the request of WSP USA on behalf of the State of Hawai‘i Department of Transportation (HDOT), ASM affiliates (ASM) conducted an archaeological inventory survey (AIS) for the proposed Wahiawa Pedestrian Crossing Project. HDOT is proposing to construct a shared use pedestrian and bicycle path between Whitmore Village and Wahiawa, as a separate non-motorized access between these two locations. The roughly 80-acre study area examined by ASM comprises Tax Map Key (TMK) parcels (1) 7-1-001:013 and 7-1-002:009 and portions of TMK parcels 7-1-001:015 and 017, 7-1-002:004, and 7-4-007:006 and 007, located within Wahiawā Ahupua‘a, Wahiawā District, Island of O‘ahu. As part of the inventory survey, ASM explored three potential alternative alignments for the pedestrian bridge crossing; each alternative is named after the corresponding road they connect with upon reaching Wahiawā Town—Palm Street, North Cane Street, and Koa Street. A Final Environmental Assessment (Final EA) recently prepared by HDOT for compliance with Chapter 343 of the Hawaii Revised Statutes (HRS 343), however, has selected a single preferred alternative for the proposed project (the North Cane Street alternative). The preferred alternative for the shared use path would be accessed from Whitmore Avenue, then cross over the stream, and connect with North Cane Street, which is an existing street owned by the City and County of Honolulu on the Wahiawā side of the stream. The proposed project would be completely state-funded, and no federal funds would be used.

The current study was undertaken in accordance with Hawai‘i Administrative Rules 13§13–275, and was performed in compliance with the *Rules Governing Minimal Standards for Archaeological Inventory Surveys and Reports* as contained in Hawai‘i Administrative Rules 13§13–276. Compliance with the above standards is sufficient for meeting the initial (per HAR 13§13–275-3) historic preservation review process requirements of both the Department of Land and Natural Resources and the County of Honolulu Planning Department.

Fieldwork for the current study was conducted over two days on February 26, 2020 and March 13, 2020 by Matthew R. Clark, M.A. (Principal Investigator), ‘Iolani Ka‘uhane, B.A. (Associate Archaeologist), Samuel Connell, Ph.D. (Associate Archaeologist), and Kimberly Lauko, B.A. (Associate Archaeologist) of ASM affiliates. A total of forty person-hours was expended during the current fieldwork. As a result of the fieldwork carried out for the current study, and prior fieldwork conducted for a separate proposed development project (Novell et al. 2019 – under review), two Historic Period sites: a cut-slope pathway (Site 50-80-04-8875) and remnants of a train trestle (Site 50-80-04-8876); and sixteen buildings that are part of a larger site (temporary Site XXXX) were identified. The newly identified sites (50-80-04-8875 and -8776) are considered significant under Criterion d and no further work is the recommended treatment for these sites as the research and fieldwork conducted during the current study has been sufficient to exhaust the information potential these sites. No further work is the recommended treatment for these sites, which will not be impacted by the development of any of the proposed pedestrian bridge alternatives. Although none of the buildings that comprise temporary Site XXXX are individually significant under any criteria, collectively, the site is considered significant under Criterion d for the information generated as a result of the prior Novell et al. (2019). However, no further mitigation work is recommended, as the Novell et al. (2019) study has sufficiently documented the site.

The results of the current study indicate that two previously unidentified significant historic properties, Sites 50-80-04-8875 and -8876, and a portion of previously identified temporary Site XXXX, are present within the AIS study area for the Wahiawa Pedestrian Bridge project. The effect of the Wahiawa Pedestrian Bridge project on any of the identified historic properties located within the study area will be dependent upon which of the three potential project alternatives is ultimately pursued. The Final EA prepared by HDOT for the Wahiawa Pedestrian Bridge project has selected the Cane Street alignment as the preferred alternative. Given the selection of this preferred alternative, the suggested HRS Chapter 6E-review determination of effect for the Wahiawa Pedestrian Bridge project area pursuant to HAR 13§13-275-7, is “no historic properties affected.” With respect to the archaeological resources identified within the Wahiawa Pedestrian Bridge AIS study area, the preferred (Cane Street) alternative avoids Sites 50-80-04-8875 and -8876 altogether; with respect to the previously identified architectural resources—assuming SHPD concurrence with the Novell et al. (2019) significance evaluations and treatment recommendations for the temporary Site XXXX (no further work)—they will have been previously mitigated (through the acceptance of the prior report) prior to project implementation.



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# 1. INTRODUCTION

At the request of WSP USA on behalf of the State of Hawai‘i Department of Transportation (HDOT), ASM affiliates (ASM) conducted an archaeological inventory survey (AIS) for the proposed Wahiawa Pedestrian Crossing Project. HDOT is proposing to construct a shared use pedestrian and bicycle path between Whitmore Village and Wahiawa, as a separate non-motorized access between these two locations. The roughly 80-acre study area examined by ASM comprises Tax Map Key (TMK) parcels (1) 7-1-001:013 and 7-1-002:009 and portions of TMK parcels 7-1-001:015 and 017, 7-1-002:004, and 7-4-007:006 and 007, located within Wahiawā Ahupua‘a, Wahiawā District, Island of O‘ahu (Figures 1, 2, and 3). The subject parcels are owned by the Agribusiness Development Corporation (ADC) of Hawai‘i, Sustainable Hawaii Inc., Wahiawa Industrial Center, and the City and County of Honolulu.

As part of the inventory survey, ASM explored three potential alternative alignments for the pedestrian bridge crossing; each alternative is named after the corresponding road they connect with upon reaching Wahiawā Town—Palm Street, North Cane Street, and Koa Street (see Figures 1, 2, and 3). A Final Environmental Assessment (Final EA) recently prepared by HDOT for compliance with Chapter 343 of the Hawaii Revised Statutes (HRS 343), however, has selected a single preferred alternative for the proposed project (the North Cane Street alternative). The preferred alternative for the shared use path would be accessed from Whitmore Avenue, then cross over the stream, and connect with North Cane Street, which is an existing street owned by the City and County of Honolulu on the Wahiawā side of the stream. The proposed shared use pedestrian/bicycle path would consist of a 16-foot wide path and a 12-foot wide bridge with lighting for its entire length. Removable bollards would be installed at either end of the pedestrian/bicycle bridge across the stream to ensure that vehicular traffic is not able to access the bridge, and it remains a non-motorized facility. Fencing would also be placed as needed to secure the stream banks and as a safety measure. The proposed project would be completely state-funded, and no federal funds would be used.

The current study was undertaken in accordance with Hawai‘i Administrative Rules 13§13–275, and was performed in compliance with the *Rules Governing Minimal Standards for Archaeological Inventory Surveys and Reports* as contained in Hawai‘i Administrative Rules 13§13–276. Compliance with the above standards is sufficient for meeting the initial (per HAR 13§13–275-3) historic preservation review process requirements of both the Department of Land and Natural Resources and the County of Honolulu Planning Department. This report contains background information, which describes the land use and settlement patterns of the project area vicinity based on a review of existing archival documents, databases, and maps. This information includes details about Wahiawā Ahupua‘a and greater Wahiawā and Waialua districts during the Precontact and Historic periods; and concludes with the findings from archaeological investigations conducted in the project area vicinity. The contextual discussion is presented as a means of understanding the cultural significance of the area and any previously recorded, or as yet unidentified historic properties within the project area (a more in-depth investigation of the cultural context of the project area is presented in a separate Cultural Impact Assessment, which is also being prepared by ASM). Also presented are an explanation of the current survey methods; detailed descriptions of all the encountered archaeological features; interpretation and evaluation of the resources’ significance; treatment recommendations for all the documented sites; and a discussion of the effect the proposed pedestrian bridge will have on those sites.

## PROJECT AREA DESCRIPTION

The current project area straddles a portion of the North Fork of Kaukonahua Stream located between Whitmore Avenue in Whitmore Village and Kilani/Glen Avenue in Wahiawā Town (see Figure 1). On the north side of the stream, the project area is bound to the north by Whitmore Avenue (State Route 804) and existing residential development, to the west by a privately-owned commercial property, and to the east by a swath of undeveloped land with the residential development of Whitmore Circle beyond (see Figure 3). On the south side of the stream, the project area is bound to the west by undeveloped land and Kamehameha Highway (State Route 80) beyond, and to the south by commercial and residential development that extends roughly from Lehua Street in the west to Kellogg Street in the east (see Figures 1 and 3). Much of the proposed project area to the north of Kaukonahua Stream is former pineapple plantation land and is currently the location of an industrial facility known as Whitmore Agricultural Tech Park. Extensive modifications of the land within this portion of the project area, including prior mass grading (Figure 5) and the presence of underground utilities, building footprints (Figure 4), paved and unpaved roads (Figures 6), parking areas, and active agricultural plots (Figure 7) were noted during the survey.

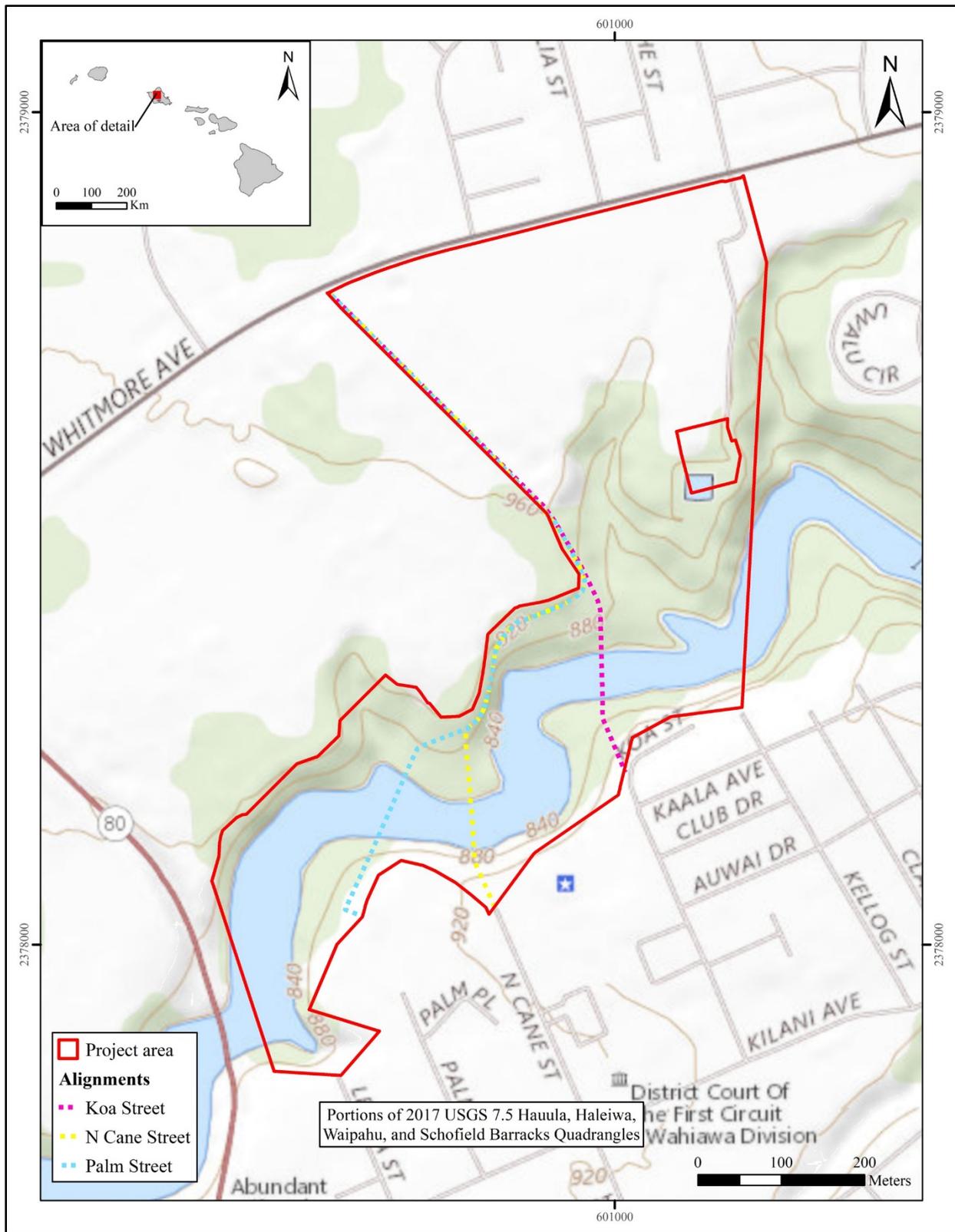


Figure 1. Project area location.

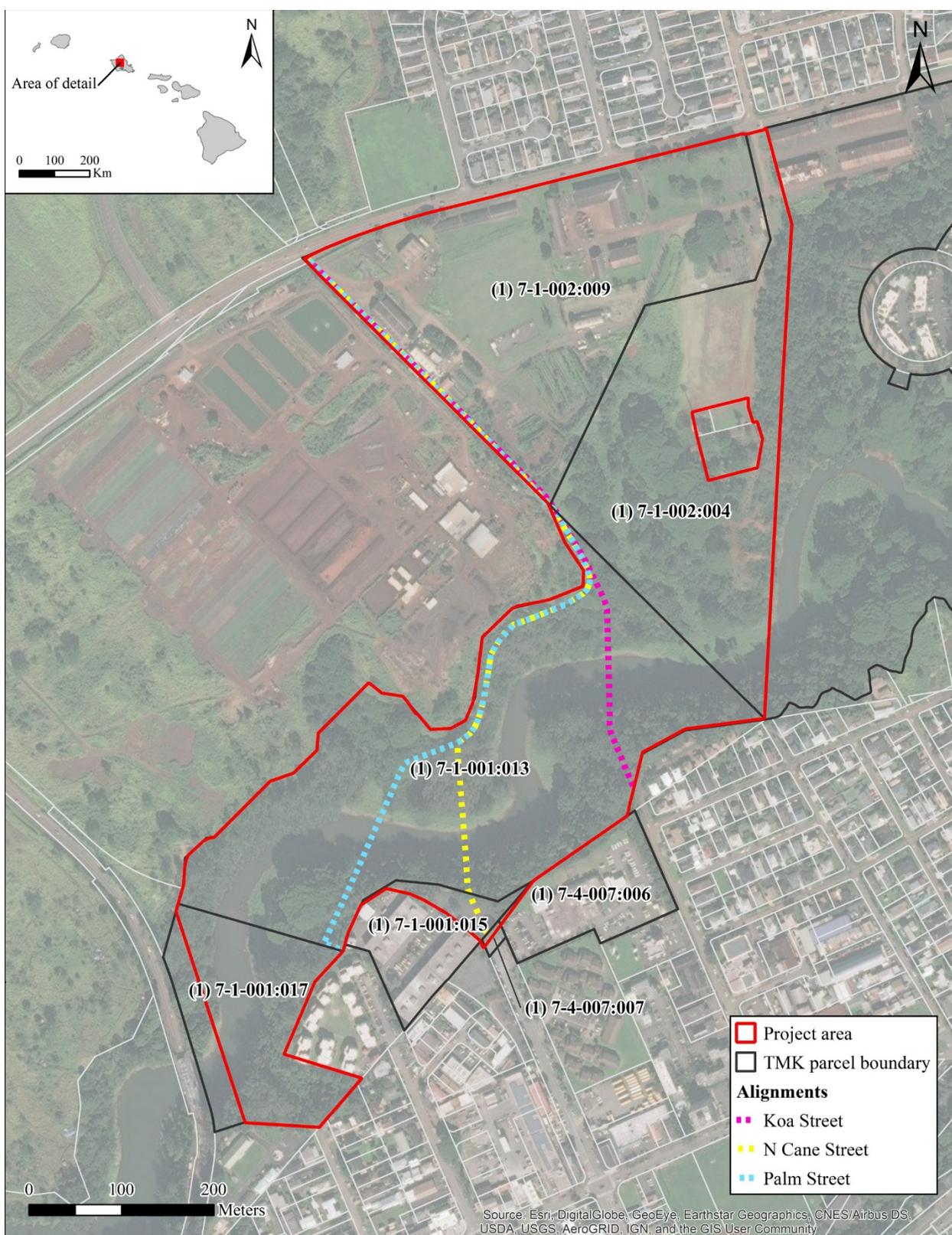


Figure 2. Tax Map Key (TMK) parcels within the project area overlaid upon a recent composite image.

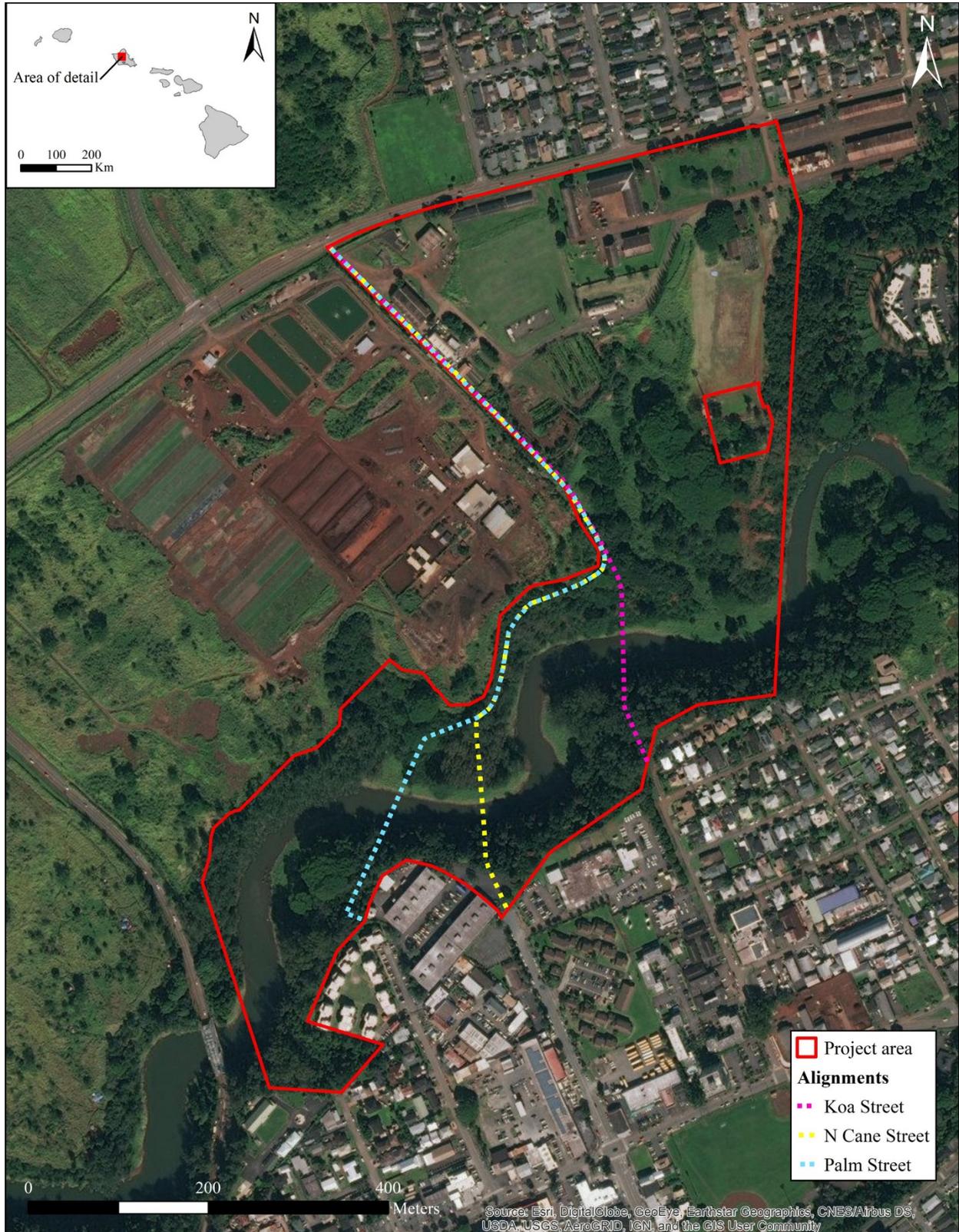


Figure 3. Composite image showing location of the current project area.



Figure 4. Entrance to northeast portion of the project area at Ihihi and Whitmore Avenue, view to the south.



Figure 5. Area of prior mass grading on TMK: (1) 7-1-002:004, view to the west.



Figure 6. Unpaved roads and lawn area in the central portion of TMK: (1) 7-1-002:009, view to the north toward Whitmore Avenue.



Figure 7. Active agricultural plot on TMK: (1) 7-1-002:009, view to the south.

The remainder of the project area, along the steeply sloped northern and southern banks of Kaukonahua Stream, comprises currently undeveloped land (Figure 8). Vegetation in these areas is fairly thick, consisting primarily of a secondary growth of non-native trees, vines, shrubs, grasses and weeds (Figure 9), with a few remnant specimens of native floral species mixed in, and thick bed of molasses grass and wedilia growing within the floodplain directly adjacent to the stream's edge (Figure 10). While these lands are currently undeveloped, areas of prior mechanical disturbance are present, and the slopes are strewn with trash pushed from the adjacent lands agricultural/residential lands, carried down the steeply sloped stream banks through drainage channels, or left by the sizable homeless population that resides within the undeveloped portions of the project area, particularly along the northern bank of Kaukonahua Stream (Figure 11). The largest homeless encampment is situated at the northern end of Karsten Thot Bridge (Figure 12) adjacent to where Kamehameha Highway crosses the stream near the western boundary of the project area (Figure 13), but smaller camps (some currently occupied and some abandoned) are spread throughout the vegetated portions of the project area (Figure 14).

### Description of Environment

The underlying geology of the project area (Figure 15) is classified as Ko'olau Basalt (QTK1) a volcanic deposit associated with Ko'olau volcano, the younger of the two volcanoes that comprise O'ahu (Sherrod et al. 2007). Ko'olau Basalt refers to "a sequence of tholeiitic basalt lava flows" and dates to a time period between the Pliocene-Pleistocene boundary 1.8 million years ago to 3 million years ago (Sherrod et al. 2007:22). Soils in the project area consist of Helemano silty clay (HLMG), 30 to 90 percent slopes along the banks of Kaukonahua Stream with areas of Kolekole silty clay loam (KuD), 12 to 25 percent slopes within the central eastern portion of the project area and Leilehua silty clay (LeB), 2 to 6 percent slopes, in the northeast corner of the project area (Figure 16). The climate of the study area is classified as tropical, with a mean annual average precipitation of 1128 mm (44 inches) and an average annual temperature of 62 to 81 degrees Fahrenheit (Novell et al. 2019).



Figure 8. View to the east of Kaukonahua Stream showing the undeveloped lands within the current project area.



Figure 9. Representative photo of mixed vegetation within the undeveloped project area lands, view to the east.



Figure 10. Molasses grass and wedilia growing within the floodplain adjacent to Kaukonahua Stream, view to the east.



Figure 11. Trash strewn drainage adjacent to Kaukonahua Stream within the southwest portion of the project area, view to the southeast.



Figure 12. Homeless encampment at the northern end of Karsten Thot Bridge adjacent to Kamehameha Highway, view to the east.



Figure 13. Karsten Thot bridge over Kaukonahua Stream, view to the west.



Figure 14. Homeless camp within the undeveloped lands along the north bank of Kaukonahua Stream, view to the north.

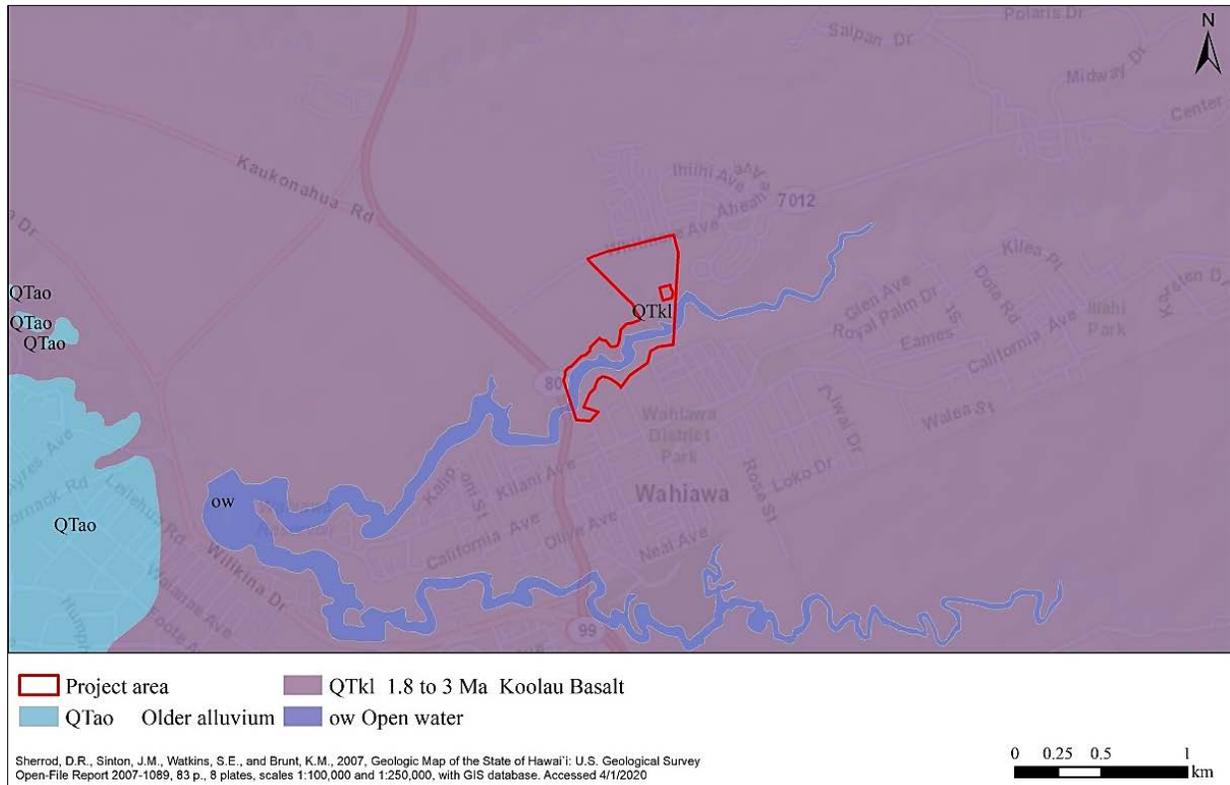


Figure 15. Geology in the vicinity of the project area.

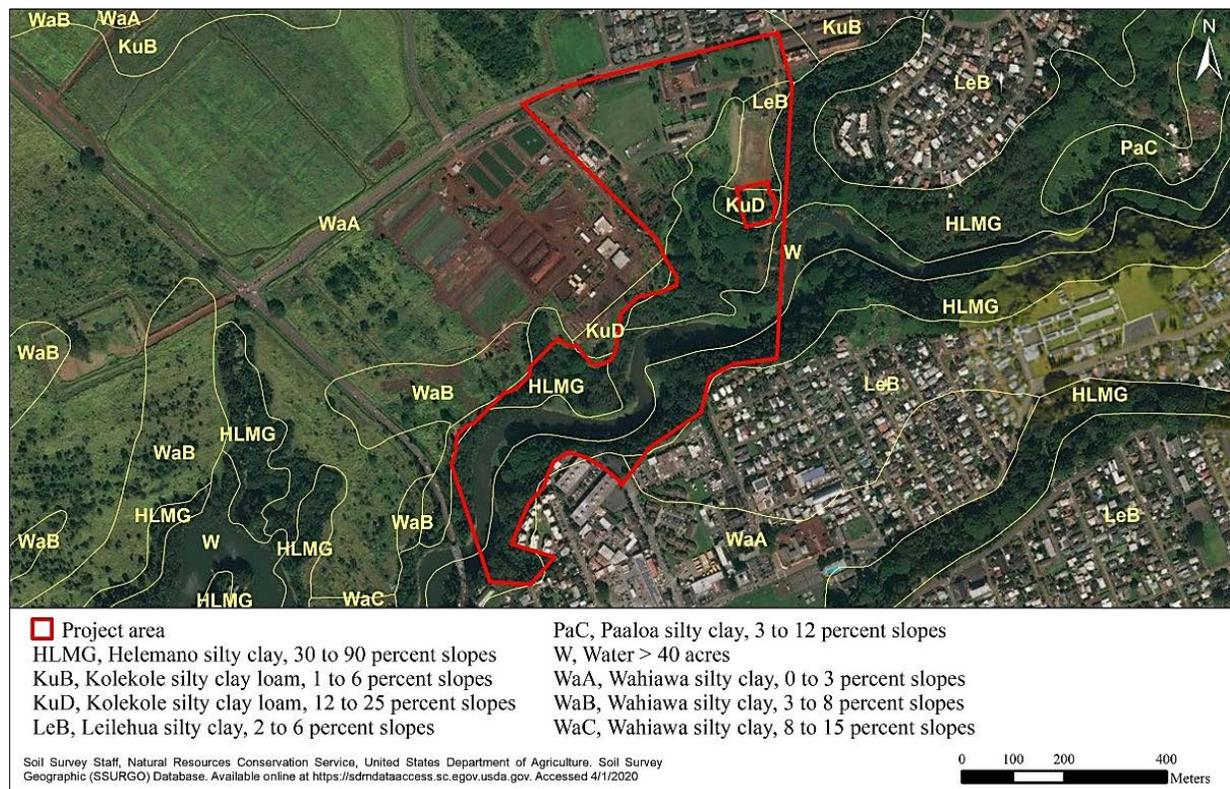


Figure 16. Soils classifications in the vicinity of the project area.

## PROPOSED DEVELOPMENT ACTIVITY

The proposed development activity for the Wahiawa Pedestrian Crossing Project includes the construction of a pedestrian bridge across the north fork of Kaukonahua Stream and access to and from said crossing to ultimately connect the community of Whitmore Village with Wahiawā Town to the south. Furthermore, the proposed crossing will provide users access to the Wahiawa Transit Center East location at California Avenue near North Cane Street, via extant sidewalks within Wahiawā Town. Currently, HDOT is exploring three alternative alignments for the crossing and access; each is named after the corresponding road they connect with upon reaching Wahiawā Town, as depicted in Figure 17 below. The westernmost alignment would connect with the northern terminus of Palm Street; the central alignment would connect with the northern terminus of North Cane Street, and the easternmost alignment with the northern terminus of Koa Street.

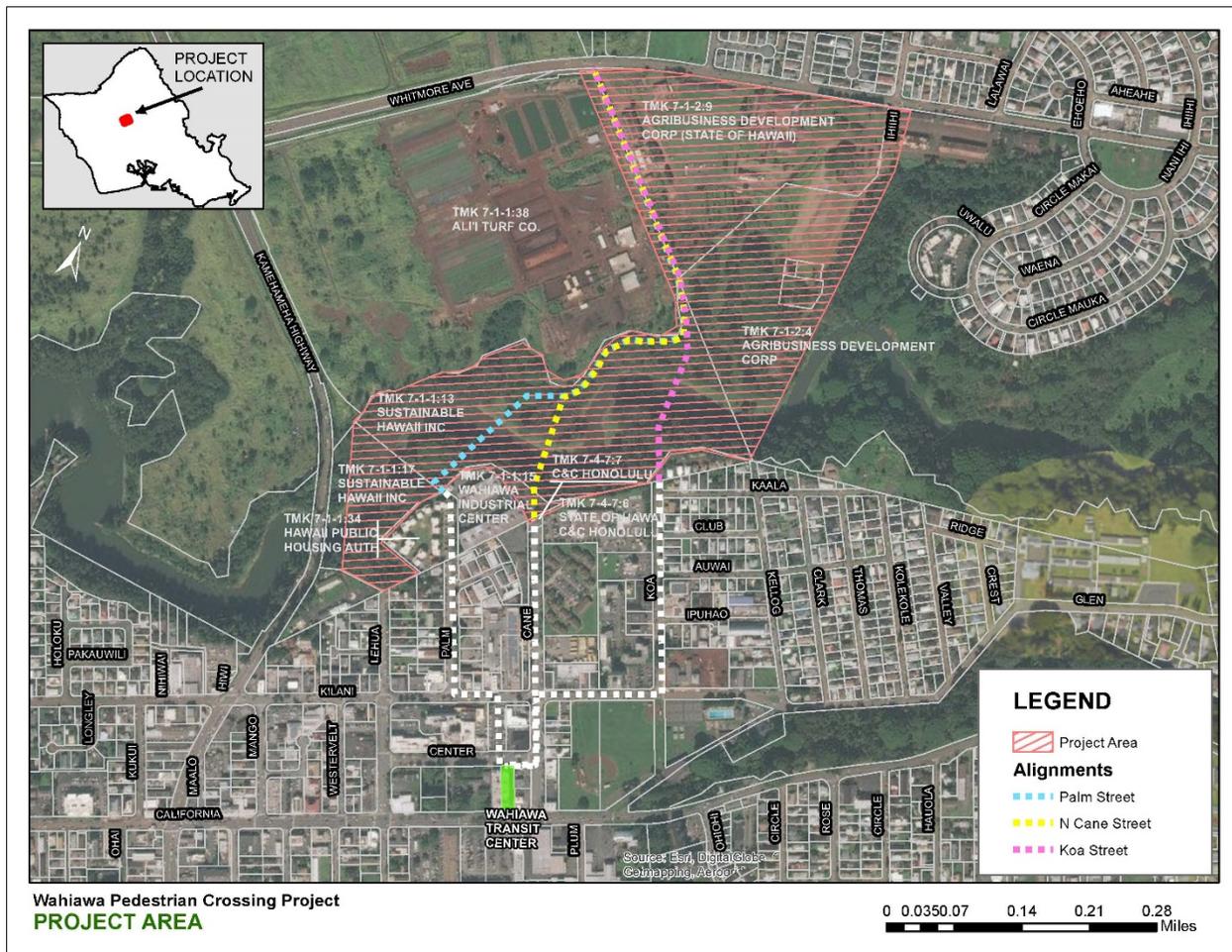


Figure 17. Development plans with three alignment alternatives for the Wahiawa Pedestrian Crossing Project.

## 2. BACKGROUND

The current project area falls within Wahiawā Ahupua‘a (Figure 18). At different moments in time, Wahiawā was considered as part of the traditional district or *moku* of Wai‘anae, as well as Waialua, which combined comprise the central-western portion of O‘ahu and. However, since 1913 Wahiawā Ahupua‘a has been considered part of Wahiawā District. Because the project area vicinity was predominantly associated with Waialua District during the Precontact and early Historic Period, prior to the establishment of Wahiawā District, the following discussion focuses on legendary and historical accounts pertaining to nearby land divisions of Waialua District; with an emphasis on Wahiawā District beginning in the late nineteenth and early twentieth century accounts.

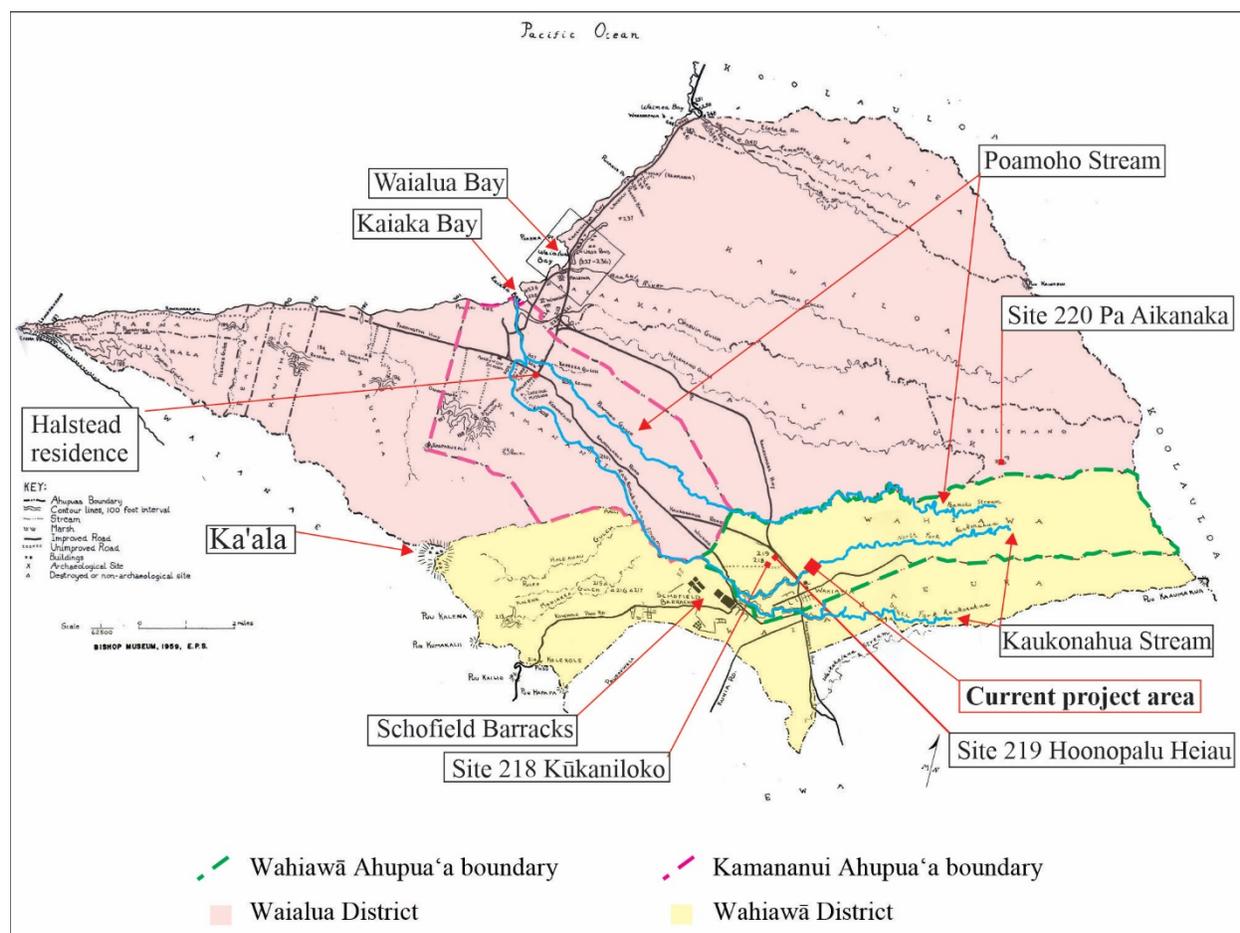


Figure 18. Annotated composite map from *Sites of Oahu* showing the project area within Wahiawā Ahupua‘a, Wahiawā District, and relative to *wahi pana* discussed in the text (Sterling and Summers 1978:129 and 137).

### CULTURE-HISTORICAL CONTEXT

The subject *ahupua‘a* of Wahiawā is situated within the storied Leilehua Plain/Plateau between the Ko‘olau and Wai‘anae mountains (Pukui et al. 1974:213). According to Hawaiian Historian Samuel Kamakau (1964:3), Waialua is known as the birthplace of the first Hawaiian chief: “Kapawa was the first chief to be set up as a ruling chief. This was at Waialua, Oahu; and from then on, the group of Hawaiian Islands became established as chief-ruled kingdoms.” According to legend, Kapawa was born at Kūkaniloko, one of the most sacred places on O‘ahu (Fornander 1880; Thrum 1911). Over the twenty-five generations between Wakea and Kapawa, “the parents were masters over their own family groups” and Kamakau (1964:3) suggests that “perhaps because there were not many people, family quarrels did not grow up.” However, over the generations hence, the Leilehua Plain/Plateau became known as a legendary training ground for warriors of O‘ahu in the art of *lua* fighting, which is defined by Pukui and Elbert (1986) as:

A type of dangerous hand-to-hand fighting in which the fighters broke bones, dislocated bones at the joints, and inflicted severe pain by pressing on nerve centers. There was much leaping, and (rarely) quick turns of spears. Many of the techniques were secret. . . Lua experts were bodyguards to chiefs.

In an entirely different context, the training of present-day warriors is carried out at nearby Schofield Barracks Military Reservation (see Figure 18), located to the west of the current project area.

Sahlins (1992) states that *moku* characteristically comprised centrally located richer lands with ecologically marginal land along the periphery. In the case of Waialua Moku, the fertile lands of the neighboring *ahupua'a* of Pa'ala'a and Kamananui, along with Kawailoa comprised the ecological center of Waialua Moku, which is eloquently described by Sahlins (1992:20) as follows:

Geographically this heartland of Waialua consisted of the area around the neighboring bays—they are about a mile apart—of Kaiaka and Waialua. Into these bays, from their origins in narrow gorges deep in the mountains flowed four major streams. Dense settlements of people and large complexes of irrigated taro fields were situated on the floodplains of these streams. At Kamananui, the lowland fields were watered by means of a ditch some two miles long, the longest such waterway on O'ahu (McAllister 1933:133; Handy and Handy 1972:466). Irrigation on a smaller scale extended for a considerable distance up the river valleys, while rainfall agriculture was practiced on the adjoining slopes, upland plains (*kula*), and forest clearings in the higher gulches. Around Waialua Bay were two large and famous brackish water fish ponds 'Uko'a and Lokoea. Fish were also raised in the many smaller ponds of the same area as well as in taro pondfields (*lo'i*). Given such intensive production, the core region must have supported the substantial majority of the Waialua population, which was probably on the order of 6,000 to 8,000 people just before the coming of the Haole.

It is within this general context that the following discussion of the land use history of the project area is framed. The chronological summary presented below begins with a synthesis of Precontact settlement patterns and Historic land use that includes legendary and historical references to the greater Waialua District. The shifting of Wahiawā Ahupua'a from Wai'anae District to Waialua District and ultimately to Wahiawā District, is also presented. The discussion concludes with a review of the findings from prior archaeological investigations conducted in the project area vicinity. Combined, this information provides a means for understanding the project area within the context of the greater cultural landscape.

### **The Complex History of Wahiawā Ahupua'a and District**

According to Kirch (1985), by the A.D. 1400s, the island of O'ahu appears to have been divided into six traditional districts or *moku*, which then further divided into distinct land units known as *ahupua'a*, a concept that added another component to a well-stratified society. Around this time there was also a shift in residential patterns from seasonal, temporary occupation, to permanent dispersed occupation of both coastal and upland areas. *Ahupua'a* became the equivalent of a local community, with its own social, economic, and political significance. These land units were usually wedge or pie-shaped, incorporating all the eco-zones from the mountains to the sea and for several hundred yards beyond the shore, assuring a diverse subsistence resource base (Hommon 1986). This form of district subdividing was integral to Hawaiian life and was the product of strict resource management. In this system, the land provided fruits and vegetables and some meat for the diet, and the ocean provided a wealth of protein resources (Rechtman and Maly 2003). In communities with long-term royal residents there was a strict division of labor, with specialists in various occupations on land and in procurement of marine resources.

*Ahupua'a* were under the jurisdiction of *ali'i 'ai ahupua'a* and managed by a *konohiki*. The *ali'i 'ai ahupua'a* in turn answered to an *ali'i 'ai moku*, a higher chief who ruled over the *moku* and claimed the abundance of the entire district. Thus, *ahupua'a* resources supported not only the *maka'āinana* (commoners) and *'ohana* (extended families) who lived on the land, but also provided support to the ruling class of higher chiefs and ultimately the crown. *Ali'i* and *maka'āinana* were not confined to the boundaries of an *ahupua'a*; when there was a perceived need, they also shared with their neighbor *ahupua'a 'ohana* (Hono-ko-hau 1974). *Ahupua'a* were further divided into smaller sections such as *'ili*, *mo 'o 'āina*, *paukū 'āina*, *kīhāpai*, *kō'ele*, *hakuone*, and *kuakua* (Hommon 1986, (Kirch 1985; Pogue 1978).

As previously mentioned, the project area is currently located within Wahiawā District, but was formerly considered part of Waialua, which is one of the six traditional *moku* or (districts) that made up the Island of O'ahu as recorded in the *Buke Māhele* (King 1935). According to Sahlins (1992), Waialua comprised six traditional *ahupua'a* (from west to east): Ka'ena, Kawaihapai, Mokulēi'a, Kamananui, Pa'ala'a, and Kawailoa. However, some historical and modern maps and sources list as many as fourteen *ahupua'a* within Waialua District. For example, the neighboring

*ahupua'a* of Kamananui appears as “Mananui” on an 1833 map, reproduced as Figure 19 below, clearly situated within Waialua Moku along with the following *ahupua'a* (from West to East): Ka'ena, Keālia, Kawaihapai, Mokulēi'a, Kamananui, Pa'ala'a, and Kawailoa as well as the following *'ili*: Auku'u, Anahulu, 'Uko'a, Kukuilolo, Punanui, Ka'aleae, and Kapaeloa. Each of these land division names are depicted along the coast and along the various drainages; absolutely no place names are depicted within the *mauka* lands of Waialua on this early map. Also, worth noting is that the Ahupua'a of Waimea appears clearly within Ko'olauloa District to the north of Waialua, rather than within Waialua District as it is today. Such discrepancies between land divisions from the early Historic Period with those of present-day are proof of the convoluted history of the subject *ahupua'a* and district.

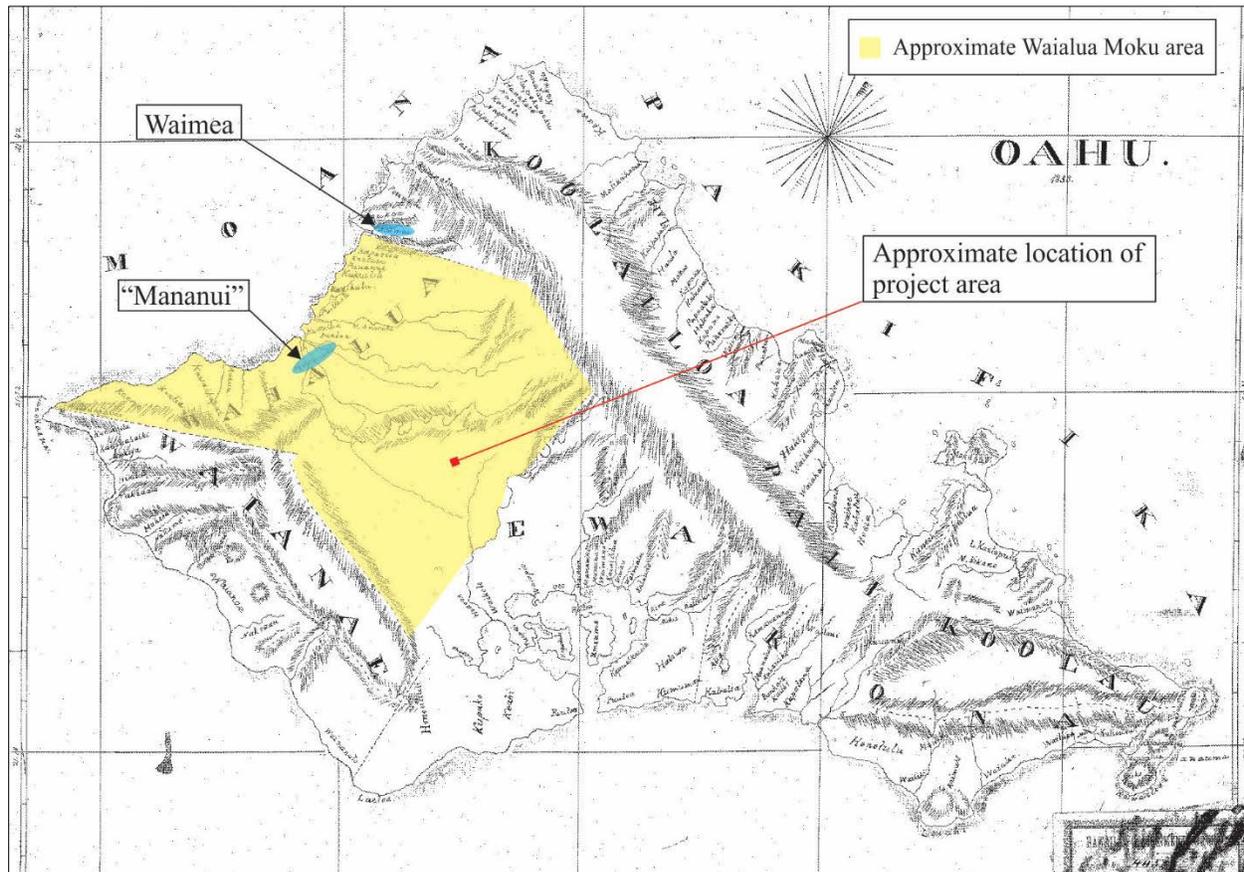


Figure 19. Hawaii Registered Map 445 showing the project area within Waialua Moku ca. 1833 (after Emerson 1833).

The beginning of the complicated evolution of Waialua District can be traced to the Precontact Period—before the arrival of western explorers. According to Sahlins (1992) the chiefly system of Waialua District increased in complexity during the early years of the occupation of O’ahu (ca. 1795) by the conquerors from Hawai’i Island. “At the conquest of O’ahu, Waialua became the spoils of the powerful Hawai’i and Maui chief, the senior Ke’eumoku” (Sahlins 1992:45). However, Ke’eumoku “left O’ahu with Kamehameha in 1796, shortly after the conquest, and as he died (of the *ōku’u*) in 1804 or shortly after the return, it is unlikely that Ke’eumoku occupied himself directly with Waialua” and his eldest child Ka’ahumanu “effectively controlled and heavily taxed Waialua for decades thereafter” (Sahlins 1992:45). Ka’ahumanu, along with her siblings, including Kahekili Ke’eumoku, also known as Governor George Cox, retained possession of Waialua District until 1866, and “also maintained de facto rule of the Hawaiian kingdom, at least until the 1850s” (Sahlins 1992:45). Sahlins (1992:45-46) further describes the chiefly system of Waialua during the first half of the nineteenth century with Ka’ahumanu as the “‘owner of the house’ (*mea hale*) and Cox the ‘occupant of the house’ (*noho hale*); she held the *mana* [power] of the land, he the *mālama* (care) of it” as follows:

The tenure of Waialua by the Ka’ahumanu people was organized in a specific and customary way, an arrangement in all likelihood put into place soon after Ke’eumoku’s death in 1804, that would last until the Māhele of midcentury. Land rights of the group were organized by seniority in the

early period, and the holdings so established thereafter tended to pass by direct inheritance. Beginning with Ka‘ahumanu. . . the head of this family was the greater ‘lord of the land’ (*haku‘āina*) in Waialua. . . except for a brief period, Ka‘ahumanu did not actively concern herself with the land, its products, or the people, nor did she ever reside there. Instead Waialua formally devolved upon her junior siblings: first Ke‘eaumoku the younger, alias George Cox, until his death in 1824; afterward, her younger sister Pi‘ia Namahana. These people maintained residences in Waialua and at least sometimes lived there. Interestingly, Ka‘ahumanu appears in Waialua land accounts as successor to Cox and grantor to Pi‘ia, for the land reverted to her upon the demise of the first, and she then gave it to the second.

At the time that western explorers first made contact with O‘ahu, Kamananui “was the ritual and political center of Waialua” (Sahlins 1992:20). However, by the late 1820s, the political center of Waialua had shifted over to the Anahulu Valley in Kawailoa Ahupua‘a; “corresponding to a change in the residence of the ruling chief, this political development entailed a redrawing of *ahupua‘a* boundaries” (Sahlins 1992:20). Sahlins (1992:20-21) explains the subsequent re-assignment of Waialua lands and the lasting impact of the shift in the location of political power as follows:

Until 1824, the two royal fish ponds of Lokoea and ‘Uko‘a, although spatially separated from Kamananui (by the intervening *ahupua‘a* of Pa‘ala‘a and Kawailoa), were nonetheless controlled directly from there, by stewards (*konohiki*) of Kamananui proper. Likewise the remote fishing community of Kapaeloa at the eastern border of Waialua: it was considered part of Kamananui until the late 1840s; the local people held their lands from and “under” a lesser chieftain of Kamananui. The ruling *ahupua‘a* of Kamananui thus encompassed certain detached lands—which gave it privileged access to important piscine resources. However, in the early nineteenth century, when the Waialua chiefship gravitated to Kawailoa, these outlying sections were taken into the latter land. . .

The historic shift in political domination from Kamananui to Kawailoa was paralleled by a transfer of the ceremonial center of the *moku*. In effect the Protestant mission of Waialua, founded in Kawailoa in 1832, usurped the ritual hegemony from the temples of human sacrifice (*po‘okanaka*) that not long before had sanctified the landscape of Kamananui. The *ahupua‘a* of Kamananui was the site of two temples (*heiau*) of the royal or *luakini* class (Valeri 1985). These *heiau* were probably presided over by an O‘ahu form of the god Kū, the god of conquests and human sacrifice specially associated with kingship (Sterling and Summers 1978:103-4; Thrum 1906a:47, 1906b:52; cf. Valeri 1985). The shift of dominance from Kamananui to Kawailoa corresponded to a change in *tabu* systems.

The continuation of the convoluted history of Waialua District is linked to “the advent of Hawai‘i’s legislative government, or from about 1846” (King 1935:214). Robert D. King (1935:214), Principal Cadastral Engineer for the Survey Department of the Territory of Hawai‘i, explained some of the reasons for the changing boundaries thusly:

Some of these changes were made for political reasons and others for convenience, but the principal changes in boundaries were caused by movements in population reflecting new uses of the land areas. These new district boundaries did not always conform to the *ahupuaa* boundary and there are examples today of an *ahupuaa* being situated in more than one district where no such condition existed in ancient times.

King (1935:224) continues his discussion of our twentieth century understanding of ancient *moku* and their boundaries, a subject that will be revisited later in this chapter, as follows:

In envisaging the ancient district and its boundaries we observe that in the era before the conquest of the islands it performed a definite function in the grouping of a series of *ahupuaas* comprising the domain of a district chieftain, and that during the reign of Kamehameha I, when he broke the power of the district chiefs by appointing his own governors of the principal islands, it formed a logical subdivision of government under the King’s viceroy.

With the coming of constitutional government it continued to perform a useful service for administrative purposes in defining the jurisdiction of peace officers, police magistrates, tax collectors, school agents and other local officers, and in the *Mahele of 1848* it was particularly valuable in designating the location of the thousands of *ahupuaas* and *ili ainas*, many of them, with similar names, included in that great division.

Today [ca. 1935] its chief value is historical and in the study of Hawaiian land tenure, as the modern district has in so many instances paid little or no attention to the old district name or boundary. Even the importance of the modern district has waned in these days of rapid transportation and decentralized but closely knit county government, so that almost its only use today is a conveniently established block of land for the assessing of real property for taxation purposes.

### Legendary Accounts

Traditional *mo'olelo* were passed down orally through the generations and many tales focus on *wahi pana* or legendary places. Many myths and legends associated with *wahi pana* of greater Waialua District including Wahiawā have been recorded, some of which are discussed below. More detailed legendary accounts are presented in the CIA for the current project. Folklorist William D. Westervelt (1915:203) briefly mentions Waialua in *Legends of Honolulu* regarding the legendary tale of Ke-alii-ai Kanaka (Aikanaka for short) or the chief eating men. The account by Westervelt (1915:193) is but one of the many versions of the cannibal chief legend and “tells of the sudden appearance on the island of Kauai, in the indefinite past, of a stranger chief from a foreign land, with a small band of followers” and proceeds thusly:

The king of Kauai made them welcome. Feasts and games were enjoyed, then came the discovery that secret feasts of a horrible nature were eaten by the strangers. They were driven from the island. They crossed the channel to Oahu. They knew their reputation would soon follow them, so they went inland to the lofty range of the Waianae Mountains. Here they established their home, cultivated food and captured human victims, until finally driven out. Then they launched their boats and sailed away toward Kahiki, a foreign land.

Westervelt (1915:194) also presents an alternate version of the cannibal chief legend in which “the Oahu chief, Ke-alii-ai Kanaka [Chief man-eater], lived some time about the middle of the eighteenth century, as nearly as can be estimated.” Per Westervelt (1915), the cannibal chief settled on the plateau called Helemanu, although he is most likely referring to Helemano, a land division located within Waialua to the southeast of the current project area, which is also often referred to as Halemano (see Figure 5). Westervelt (1915:196-200) refers to the cannibal chief as Kokoa and provides the following description of his chosen home surrounded by tall peaks and precipices so steep his lair was inaccessible:

. . . It could be entered only along a narrow ridge. The pandanus drooped its long leaves and aerial rootlets along the edges. The uluhi, or tangle-fern, massed and matted itself into a thick disguise for the cannibals' secret paths through the valleys below. Native flowers bordered the paths and crowned the plateau, as if man's worst nature could never wither the appeal of things beautiful. A magnificent koa, or native mahogany, tree spread its protecting branches by the spot chosen by Kokoa for his grass house. Kukui-trees furnished their oily nuts for his torches. The ohia, or native apple, and the bread-fruit and wild sugar-cane gave generously of their wealth to the support of the cannibal band. They easily cultivated taro, the universal native food, and captured birds and sometimes unwary hunters who penetrated the forest recesses in search of the birds with the rare yellow feathers. It was a beautiful den into which, spider-like, he dragged his victims.

. . . As they entered the valley below the plateau, one of his followers said to another: “Our chief has found a true hiding-place for us. Let us hope that it may not prove a trap. If our presence here should be known to the people of Waialua, they could easily close the entrance to this valley with a strong guard and drive us against the steep walls up which we cannot climb.” . . .

. . . From this place raids could be easily made upon the surrounding country. To this place they brought their captives for their inhuman feasts.

After the grass houses were built for permanent shelter, Kokoa, or “Ke-alii-ai Kanaka,” caused a great hole to be made. This was the imu, or oven, in which the bodies of animals and men were to be baked.

. . . After a time Kokoa and his companions took a huge outcropping block of lava and smoothed away the top, making a hollow ipukai, or table dish. . . upon which their ghastly repasts were served. This stone table was finally rounded and its sides ornamented by rudely carved figures. This stone was five or six feet in circumference. . .

Westervelt (1915:202) goes on to recount how a young man named Hoahanau defeated Aikanaka and hurled him over the mountains to his death; thus, “this was the beginning and ending of cannibalism in the Hawaiian Islands so far as history and definite legend are concerned.” In 1822, Gilbert Mathison visited the cannibal chief's former abode in Helemano; his account is presented in a forthcoming section on historical accounts of the project area vicinity. The

## 2. Background

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gruesome nature of Aikanaka’s misdeeds hold similarities with those of another chief associated with Waialua named Waia. The following synopsis is based on a Hawaiian Language newspaper installment of the series titled “*Moolelo Kahiko no Hawaii*” (Ancient History of Hawaii) written by J. M. Poepoe and published in *Ka Hoku o Hawaii* on April 16, 1929. Waia’s kingdom was considered a dishonorable kingdom because he abandoned the righteous path and teachings of his father in the pursuit of worldly pleasures and increased personal wealth (Poepoe 1929). Thus, he stopped seeking the things that were good for his people, neglected prayer, and did not seek the counsel of oracles and never looked out for the welfare of the people. Waia abused beautiful men and women and torture them to death. For instance, if he saw a beautiful woman, he would sever her legs at the calves and let her die. Upon the deaths of these men and women, for Waia did not discriminate when he chose his victims, he would take their bones and fashion them into fishhooks or tips for the darts he used to shoot rats for sport (Poepoe 1929).

Waia’s gruesome acts were recorded in several *mele* that were composed during the reign of Kualii. This oral historical record served as a means of not allowing people to forget his cruelty and to inspire resilience—never again would people allow an *ali’i* to rule them in such a way. Because of his wicked ways of managing his kingdom, his subjects conspired and drowned Waia, and beat him until he died; then they rolled up his body in a mat and put it on a canoe that they sent into the open ocean and let sink (Poepoe 1929). According to Poepoe (1929), the word “Waia” was considered “*pelapela*,” “filthy, dirty, nasty, indecent, unclean, vulgar, lewd, obscene” (Pukui and Elbert 1986:323). Because the Hawaiian word “*lua*” is used to represent the number two, people have interpreted the place name Waialua as doubly wicked in reference to Waia’s countless wicked deeds.

Another possible interpretation of Waialua can be inferred from separating “Waia” and “lua” based on an alternate meaning of the word “*lua*,” that which refers to the art of *lua* fighting, which is defined at the beginning of this chapter. The gruesome acts carried out by Waia against his own people included torture, disfigurement, and dismemberment, much like *lua* fighting, which placed an emphasis on causing pain, and causing partially survivable trauma localized at the victims’ joints. Furthermore, men traveled to the Leilehua Plain from across the archipelago to learn this ancient fighting style. Thus, based on the regional/geographical association with *lua* fighting in the Waialua/Wahiawā area combined with the similarities between Waia’s heinous acts and *lua* fighting, the place name Waialua may refer to this correlation.

In the version of the legend of Hi’iaka and her sister Pele as recorded by Nathaniel Emerson, Waialua is also mentioned although not in association with the despicable chief Waia. Rather, during their journey between the islands, Hi’iaka stops at the summit of Kahuoha Pu’u in Waialua and “describes the scene before her” (Emerson 1915:97), including her view of Wahiawā as follows:

From the same vantage ground—that of Kahu-o-hapu’u—Hiika not only saw the dash of the ocean against the buttresses of the near-by coast, her ears also were filled with a murmurous ocean-roar that gave to the air a tremor like that of a deep organ-tone:

O Wai-alua, kai leo nui:	Wai-alua, land of the sounding sea,
Ua lono ka uka o Lihu’e;	With audience in upland Lihu’e—
Ke wa la Wahi-awá, e.	A voice that reaches Wahi-awá:
Kuli wale, kuli wale I ka leo;	Our ears ae stunned by this voice—
He leo no ke kai, e.	The voice, I say, of old Ocean!

The landscape still held her and she continued:

O Wai-alua, la’i ehá, e!	Wai-alua has a fourfold calm,
Ehá ka malino lalo o Wai-alua.	That enfolds and broods o’er the land.

(Emerson 1915:99)

Wahiawā and Kūkaniloko, located to the west of the project area, are also mentioned in the tale of the legendary romance between Halemano of O’ahu and the beautiful and forbidden princess Kamalalawalu (Kama) of Puna, Hawai’i as the father and mother of the male protagonist (Fornander 1918-1919). In footnotes, Fornander (1918-1919:228) further defines Wahiawā and Kūkaniloko thusly,

These persons’ names are those of well-known localities in the Waialua district of Oahu, eastward of the Leilehua plain, at the base of the Waianae range.

Kukaniloko was the name of the place set apart from the time of Kapawa as sacred, having special powers or virtues as the birthplace of the highest *kapu* chiefs.

As previously mentioned, Waialua is home of Kūkaniloko, the sacred birthplace of Hawaiian *ali'i*. A description of the origin of Kūkaniloko and details regarding how the site was used as a royal birthplace appears in an article published in Hawaiian language newspaper *Ka Nupepa Kuokoa* in 1865 (August 5, 1865 Buke IV Helu 31:1) as part of the series titled “Ka Mo’ōlelo o Hawaii Nei,” as follows:

**Na Wahi Hanau Alii (The Birthplaces of Chiefs)**

There are two places that have been reserved for the chiefs, and there are signs that informs the type of high chief and lesser chiefs. Kūkaniloko at Waialua, O’ahu. Holoholokū at Wailua, Kaua’i.

**No Kukaniloko (Regarding Kukaniloko)**

Kukaniloko was made by Nanakaoko and his wife Kahihiokalani as the birthplace for their son, Kapawa.

A row of stones was laid down on the right hand and another on the left hand, and the face was to the right side. There sat thirty-six chiefs, and a hunchback from the uplands. Kukaniloko was the stone to be trusted. If any one came in, and with trust and lay the thighs properly upon the supports Liloekapu, and the child born face up. It would be called a chief, a god, a burning fire.

When the child was born, it was quickly taken inside the waihau of Hoolonopahu; and within were forty-eight chiefs to whom belonged the duty of the birth ceremonies of cutting the navel cord.

The south side of Kukaniloko was a furlong and a half, and on the western side two furlongs. There the tabu drum of Hawea was sounded, signifying the birth of a chief. On such occasions the common people assembled on the east side of the stream—a great many of them (a mano), on that side of Kuaikua. On the south side were the servants.

But some of the chiefs were born outside [of Kukaniloko], and to those with a hunched back. They were indeed chiefs, some being born on the roads; chiefs indeed but were chiefs from outside.

Kamehameha thought that Keopuolani would give birth in Kukaniloko. The ascent was made, but she did not give birth and returned.

One chief of Maui went into Kukaniloko, Kaulahea, the man and Kapohanaupuni the woman.

Per Fornander (1880:20), Nanakaokao and Kahihiokalani were acknowledged “by the oldest, and by all the legends” as having established Kūkaniloko. At the time of his writing ca. 1879, the remains of Kūkaniloko were “still pointed out about three-fourths of a mile inland from the bridge now crossing the Kaukonahua stream” (Fornander 1880:20). He goes on to say that the distinction and privileges conferred upon the *ali'i* born at Kūkaniloko were so sought after that despite the decayed state of the sacred site in the late eighteenth century, Kamehameha I had wanted Liholiho to be born there; however, Keopuolani was unable to travel there for their son’s birth due to illness.

In an article titled “Kukaniloko: Birthplace of Aliis,” published in the *Hawaiian Almanac and Annual for 1912* Thrum (1911), mentions the names of the following chiefs who were born at Kūkaniloko: Mailikukahi, Kalaimanuia, and Kakuhihewa. He also makes the following statement, “the tradition of its recognized eminent virtue has come down by various native authorities which traces it back to about the opening of the twelfth century” (Thrum 1911:102); at the time of his writing ca. 1911, Kūkaniloko appeared as follows:

We look in vain today for the prominent boulder which in tradition, if not in fact held the magic power and marked the locality on the plains of Helemanu, and against which chiefesses of the highest rank were aligned to lie during childbirth. . . Instead, the searcher will find a scattered lot of large stones, most of which are deeply embedded in the earth, and several of which are flat surfaced, even with the ground. These are in an area of about one hundred square feet and within the past few years have been protected by a wire-fenced enclosure of perhaps twice the size, for preservation as the historic landmark that it is. Credit for this action is said to belong to Mr. W. W. Goodale, manager of the Waialua Agricultural Company.

Amid a group of three or four of the most prominent of these stones is one standing, tongue-shaped, measuring a little over five feet in height by two and one-third feet in width, that has been supposed by many was the famous stone in question from its weather-worn condition, but an aged native familiar with the locality and its traditions, says, it was brought from elsewhere by the late George Galbraith and set up there. It is clearly a different quality of lava rock than predominates in the vicinity. Facing the stone, westward, is one of the largest, deeply imbedded in the ground, the upper surface of which has rudely-shaped depressions fitting the human form the primitive mind in ages past coupled with a cause and a purpose familiar to the savage idea, which subsequent generations, through superstition and tradition, have magnified.

Martha Beckwith mentions the sacred birthing stones of Kūkaniloko in her introduction to the “Hawaiian Romance of Laiekawai,” (Beckwith 1919:285-341), which recounts the wooing of a chiefess and her deification. Beckwith provides the Hawaiian language version of the legend as recorded by Haleole along with detailed supporting information and annotated translation of the text. Beckwith (1919:339) describes Kūkaniloko ca. 1911 thusly:

Kukaniloko in the uplands of Wahiawa [see Figure 18], where Laielohelohe is concealed by her foster father, is one of the most sacred places on Oahu. Its fame is coupled with that of Holoholoku in Wailua, Kauai, as one of the places set apart for the birthplace of chiefs. . . Situated as it is upon the breast of the bare uplands between the Koolau and Waianae Ranges, the place commands a view of surprising breadth and beauty. Though the stones have been removed, through the courtesy of the management of the Waialua plantation a fence still marks this site of ancient interest.

### **Wahiawā After European Contact**

The arrival of Western explorers in Hawai‘i signified the end of the Precontact Period ca. 1778, and the beginning of the Historic Period. With the arrival of foreigners such as British explorer Captain James Cook, in command of the ships *H.M.S. Resolution* and *H.M.S. Discovery*, Hawaiian culture and economy underwent drastic changes. Demographic trends during the late Precontact early Historic Periods indicate population reduction in some areas, due to war and disease, yet increase in others, with relatively little change in material culture. At first there was a continued trend toward craft and status specialization, intensification of agriculture, *ali‘i* controlled aquaculture, the establishment of upland residential sites, and the enhancement of traditional oral history (Kirch 1985; Kent 1983). The Kū cult, *luakini heiau*, and the *kapu* system were at their peaks, although western influence was already altering the cultural fabric of the Islands (Kirch 1985; Kent 1983). Foreigners very quickly introduced the concept of trade for profit, and by the time Kamehameha I had conquered O‘ahu, Maui and Moloka‘i, in 1795, Hawai‘i had seen the beginnings of a market system economy (Kent 1983). Some of the work of the commoners shifted from subsistence agriculture to the production of foods and goods that they could trade with early visitors. Introduced foods often grown for trade with Westerners included yams, coffee, melons, Irish potatoes, Indian corn, beans, figs, oranges, guavas, and grapes (Wilkes 1845). Later, as the Historic Period progressed, Kamehameha I died, the *kapu* system was abolished, Christianity established a firm foothold in the islands, and introduced diseases and global economic forces began to have a devastating impact on traditional life-ways in the Hawaiian Islands. This marked the end of an era of uniquely Hawaiian culture.

#### *Early Historical Accounts of Waialua and Wahiawā (1779-1848)*

Written accounts left by early visitors to the Island of O‘ahu, such as those presented below, offer valuable insight into what life may have been like for the earliest residents of Wahiawā and Waialua. Many of these historical accounts were penned by seafaring men who dropped anchor at or near what they refer to as Waialua Bay. However, according to Sahlins because Kamananui Ahupua‘a, which encompasses Kaiaka Bay “was the political center of the *moku* of Waialua, and the settlement there was thus known as Waialua, at least to Haole, as it still is” these unwitting visitors mistakenly called it Waialua Bay rather than Kaiaka Bay. In late February of 1779, the remaining crew of Cook’s ship *Resolution* under the command of Captain Clerke and *Discovery* under the command of Captain James King sailed from Maui to O‘ahu and made an unsuccessful attempt to water the ship. (King 1784:87) recorded the following observations:

Between the north point [Kahuku] and a distant headland, which we saw to the south-west the land bends inward considerably, and appeared likely to afford a good road. . . At a quarter past two, the sight of a fine river, running through a deep valley, induced us to come to an anchor in thirteen fathoms water, with a sandy bottom [Kaiaka Bay]. . . In the afternoon, I attended the two captains on shore, where we found but few of the natives, and those mostly women; the men, they told us, were gone to Morotoi [Moloka‘i] to fight Tahyterree [Kahekili]; but that their chief Perreeranee [Pele‘ioholani; *ali‘i nui* of O‘ahu], who had stayed behind, would certainly visit us, as soon as he heard of our arrival.

We were much disappointed to find the water had a brackish taste for two hundred yards up the river, owing to the marshy ground through which it empties itself into the sea, Beyond this, it was perfectly fresh, and formed a fine running stream, along the side of which I walked, till I came to the conflux of two small rivulets, that branched off to the right and left of a remarkably steep and romantic mountain. The banks of this river, and indeed the whole we saw of the north-west part of Woahoo [O‘ahu] are well-cultivated, and full of villages; and the face of the country is uncommonly beautiful and picturesque.

In a later entry within the chapter that provides a “general account of the sandwich islands,” King (1784:115) made the following statement about the northern shores of O‘ahu:

As far as we could judge, from the appearance of the north-east and north-west parts (for we saw nothing of the southern side), it is by far the finest island of the whole group. Nothing can exceed the verdure of the hills, the variety of wood and lawn, and rich cultivated valleys, which the whole face of the country displayed.

Discussions about such rich cultivated valleys were included in E.S. Handy’s 1931 ethnographic study of traditional Hawaiian agricultural activities related to native plants, which were extant on the island prior to European contact (Handy 1940). In his chapter on Taro plantings in a section titled “Planting Localities,” Handy mentions Wahiawā and other nearby *ahupua‘a* of Waialua:

TARO. **Terraces:** high terracing in interior valleys rare; broad terraces in valley bottoms, on lower slopes, and in lowlands, irrigated from streams and springs from Waialae to Ewa, Waianae-kai and Waianae-uka. . . Kaena, Kawaihapai, Mokuleia to Waimea, Helemano, Wahiawa, and throughout Koolau. . . **Kula lands:** developed only where water could be diverted for irrigation as at Wahiawa; little if any dry taro planted. . . **Swamp Planting:**. . . Waialua and Paalaa. . . (1940:75)

Upland *kula* were planted with sweet potatoes in Kamananui, Paalaa, Helemano, and Wahiawa, where the sweet potato was the main staple although some taro was grown. (1940:156)

Handy (1940:85-86) also relates the following details about Kamananui Ahupua‘a specifically, which mention the streams that demarcate the boundaries of Wahiawā, located near the current project area:

**Kamananui.** Formerly there were large terrace areas along the flatlands between the junction of Helemano and Poamoho Streams and the flatland west of Poamoho. There were also small terrace areas up in the lower flats of Poamoho and Kaukonahua Valleys. There were small flats in the bottom of Kaukonahua Canyon for several miles above its junction with Manawai Stream. Poamoho is probably too narrow for taro terraces. It is likely that in these gulches, as at Waimea, sweet potatoes and bananas were planted around home sites along the ridge and near taro patches at the bottom of the gulch. Wild taro and bananas grow in Manawai Valley and presumably also in the other five valleys that run up towards Puu Kane.

Handy (1940:81) mentions Wahiawā in his discussion of land divisions within Ewa District rather than Waialua or Wahiawā District, for that matter. Handy contradicts an informant’s claim that “there were numerous terraces on the level uplands in the vicinity of Wahiawa town, irrigated by a ditch bringing water from Helemano Stream” because it was “impossible, since Poamoho Stream intervenes.” He does however go on to say that extensive terraces irrigated by Wahiawā Stream extended nearly two miles inland, as well as “immediately above and below” Wahiawā Town. In a later volume, Handy and his colleagues discuss Wahiawā as an “inland district” in his chapter titled “Areas of Habitation” (Handy et al. 1991:465). Handy et al. (1991:464) also suggest that the Wahiawā area must have supported a “sizable” Precontact Hawaiian population, based on the areas of *lo‘i* and the extensive sweet-potato and yam plantations.

In addition to taro, bananas, and sweet potato, sandalwood harvesting was carried out in Waialua during the late eighteenth and early nineteenth century. In November of 1815, when a Russian warship attempted to take over O‘ahu Kamehameha called for people across the island to come to Honolulu and help build a fort to defend the island from invaders (Kamakau 1992). However, “the district chief of Waialua, Ka-hekili Ke‘e-au-moku [George Cox] was so busy collecting sandalwood that his district alone failed to respond to the call” (Kamakau 1992:206). Kamakau (1992:207). goes on to say that after the fort was complete, “Ka-lani-moku and all the chiefs went to work cutting sandalwood at Wahiawa, Halemano, Pu‘ukapu, Kanewai, and the two Ko‘olau’s.” Apparently, “the largest trees were at Wahiawa, and it was hard work dragging them to the beach.” Because of its lasting impact on the inhabitants, economy, and environment of the project area vicinity and across the Hawaiian Islands, a brief discussion of the sandalwood trade is presented in the following paragraph.

Before Europeans arrived in Hawai‘i, the several species of sandalwood (*‘iliahi*) were used in a limited way, primarily for medicinal applications, perfume, and firewood (Krauss 1993). Sometimes sandalwood was also used to make bows for the stringed mouth instrument called *‘ukēke* (Buck 1957:388). In the early 1790s, a period of intense sandalwood exploitation and attendant social and environmental changes began when early foreign merchants began trading the fragrant wood with merchants in Canton (Cottrell 2002). A shortage in the supply of “white sandalwood” (*Santalum album*) from India and the East Indies, which was used to make ornate cabinets and chests, incense,

perfumes, and medicines, caused European, American, and Cantonese traders to turn to Hawai‘i and other sources (Merlin and VanRavenswaay 1990). The first shipment of *‘ilahi* to Canton occurred sometime around 1790, and the earliest supplies of sandalwood to foreign merchants were controlled by the *ali‘i* (Merlin and VanRavenswaay 1990). Before long, however, Kamehameha I had wrested exclusive control of sandalwood from the *ali‘i* and used the commodity to acquire luxury goods on credit with foreign merchants (Cottrell 2002). The debts that he and other *ali‘i* accrued engulfed Hawaiians in a boom-and-bust industry that nearly eradicated the plants in Hawai‘i (Rock 1916).

Historical descriptions of sandalwood harvesting often stress the sheer number of people who were ordered off their agricultural plots and into the forests to collect the wood. The following such account of the weighing of sandalwood in preparation for export was recorded by Mathison (1825:407), ca. 1822, upon his return to Cox’s residence at Kaiaka Bay in coastal Waialua where he observed the following:

. . . At a little distance from his own hut was a large store-house, not less than fifty feet in length by thirty in breadth, and about thirty feet high, where the sandal-wood was piled up, and kept ready for embarkation; work-people of both sexes and all ages were employed in carrying it down to the beach. The Chief and his attendants directed their operations and one confidential man, whose duty it was to see fair play, stood over the weighing-machine, with the American Captain for whose ship the freight was destined.

In the latter years of sandalwood harvesting, stands of forest were burned so that harvesters could detect the fragrant wood by its smoke; if found quickly the trees could be felled before the valuable heartwood burned and subsequently stripped of the charred (undesired) bark and sapwood (Cottrell 2002). Sandalwood harvesting lasted until 1830, when the supply in Hawai‘i and the value became too low to sustain the trade (Sahlins 1992).

Following the death of Kamehameha I in 1819, the Hawaiian religious and political systems began a radical transformation; Ka‘ahumanu proclaimed herself “*Kuhina nui*” (Prime Minister), and within six months the ancient *kapu* system was overthrown. Within a year, Protestant missionaries arrived from America (Fornander 1969; Ii 1959; Kamakau 1992). In 1820, American missionary Hiram Bingham and members of the American Board of Commissioners for Foreign Missions (ABCFM) toured the island of O‘ahu seeking out communities in which to establish church centers for the growing Calvinist mission. Bingham recorded observations made during his twenty-one-year residence in the Hawaiian Islands in a journal (Bingham 1848), which offers a rare glimpse at the project area vicinity during the early 1800s. Of Waialua, Bingham (1848:295-296) wrote that “a very large concourse of people assembled on the Lord’s day, for public worship in the open air.” Bingham (1848:296) continues his account as follows:

After the Sabbath we examined and encouraged, and partially supplied with books, the incipient schools established there under the particular patronage of Lydia Namahana and Gideon Laanui, to whom the district belonged. There were found under Maiao and his assistant teachers, four hundred and ninety-five male and female pupils, and under Kaoo, one hundred and sixty-four, amounting together to six hundred and fifty-nine pupils, chiefly men and women.

In July of 1832, the second missionary station on O‘ahu, located at Waialua was started by Emerson (Bingham 1848:468). Of the population served by this station at that time, Bingham (1848:468) states, “The districts of Waianae, Waialua, and Koolauloa, extending coastwise about fifty miles, and embracing a population of 7300, were connected with the station, among whom about 1600 could read.” Another visitor to O‘ahu during the 1820s, Mathison (1825:392-395), made the following observations of Waialua at that time:

July 11.—Having enjoyed a most agreeable sail by moonlight, we this morning entered a small bay called Why-arouah, on the N.E. side of the island, formed by two reefs of rocks, which run out parallel a considerable way into the sea, and between which two small rivers discharge themselves, Hence the name Why-arouah; *Whye* in the country language signifying water, and *arouah* the numeral two. Here a chief named Cox [Kahekili Ke‘eaumoku/George Cox], who is one of the richest and most powerful in the island, resides; and as he was the person from who our Captain was to obtain the sandalwood, our first visit was of course paid to him. He bears the name and office, if it can be so called, of Governor. His hut stands on the seashore, and was sufficiently large to accommodate the whole of our party, consisting of several Americans, besides myself.

. . . he speaks English better than any other native I had yet conversed with. . . His hut might be about twenty feet square, and proportionably high, with an entrance aperture on two sides, and one above. It was fitted up as usual with mats; in the midst of it he himself sat on the ground, having no other covering than the *maro*, and was surrounded by attendants. By his side sat an intelligent-

looking American sailor, who had been upwards of twenty years on these islands, and attached himself particularly to Coxe, as his patron and protector. . .

In the cool of the evening I took a walk along the banks of the river, and was delighted with the beauty and fertility of the whole district. Plantations of tarrow, maize, tobacco, sweet potatoes, yams, melons, and water-melons, everywhere met the eye, all neatly arranged, and enclosed, some by stone walls, others by fences. Of trees, the cocoa-nut, bread-fruit, banana, cotton, castor, *cōey*, and *teē* species, were most plentiful. The latter is a shrub peculiar, I believe, to these islands, but quite distinct from the Chinese tea-tree. The river, in most places about one hundred feet wide and not very deep, winds its still limpid way through this cheerful scene of cultivation, where the huts rising at intervals from among small groves of bananas and bread-fruit trees, vary in a picturesque and lively manner the soft harmonious touches of nature.

July 12.—I slept at Coxe's, who entertained us hospitably. We had several kinds of excellent fish baked for breakfast, and among the rest some uncommonly large flying fish. I took another and longer walk up the country, and met with the same abundant cultivation which I had before observed elsewhere. The natives here took little notice of us, which I attributed to their constant intercourse with the crews of ships coming for sandalwood. In less frequented places, they showed greater curiosity, and, I may add, greater kindness; for it was not unusual to receive little presents of fruit, particularly of melons, gratuitously offered as we passed their grounds.

Mathison (1825:397) tells of a "*Hourah-hourah*" or hula dance performance that Cox gave at their request:

. . . The spot selected for the entertainment lay in the midst of a small and verdant meadow, at the distance of about half-a-mile from the sea-shore. Close adjoining, the river before-mentioned rolled gently through the plain, reflecting in its limpid surface the broad shadows of the trees that overhung its banks, and varied here and there by the canoe of some rude islander, hastening from the opposite shore to partake of the day's revel.

Mathison (1825:397-398) describes the costume of the attendants of the Chief, and the spectators' demeanor as follows:

. . . Some wore necklaces of glass beads, or of hair finely platted and doubled to a great thickness, from which were suspended pieces of polished whale bone by way of ornament. Others had garlands of yellow flowers gracefully braided round their heads, and small looking-glasses in their hands, in the use of which they take great delight. Others, of maturer [sic.] age, had their hair besmeared with lime and water, or some such mixture. . .

The majority of the spectators, male and female, smoked incessantly, and used for that purpose a curved wooden pipe, not more than three or four inches long and an inch in thickness. Here a party lay sprawling on the ground; there, another pressed towards the performers: all seemed to talk, and sing, and laugh immoderately. . . To the *maro*, commonly worn round the middle, was added, by some of the richer individuals, a loose cloth covering of British manufacture, or a blanket thrown over the shoulders. Their bodies were often, but not universally, tattooed. . .

The entertainment lasted about three hours and afterwards, Mathison chose to accompany two Americans on a visit to the home of a Hawaiian native for dinner rather than continue the festivities with Cox and his retinue. Mathison (1825:401) spent the night comfortably at the home of his host upon "clean mats, and pillows of the same material, with large and beautifully white tappers [kapa]." In exchange for the hospitality, Mathison purchased malo and kapa "of different colours, as agreeable memorials of our visit, and specimens of Sandwich Island manufacture" (ibid.:401-401). On July 14, Mathison (1825:412-415) went to visit an American sailor who had been residing on O'ahu for over five years who "cultivated a small farm" for Cox:

His property consisted of a few acres of tarrow-plantations, in the midst of a fine orchard of bread-fruit and other trees, with pasturage for a large herd of goats; and these, in addition to some pigs and poultry, rendered him rich in the eyes of all his neighbours. His cottage was well built. . . He liked his situation altogether, and thought it very preferable to a seaman's life; but complained, nevertheless, of the insecure tenure by which the property is held in this country. He told me, as others had done, that he was afraid of making any improvement and putting more land into cultivation, lest his prosperity should excite the cupidity of the Chief, who would not hesitate, if he chose it to appropriate the whole to himself.

. . . Two or three times a day the whole party of natives, male and female, repaired to the river, and amused themselves with bathing. The women are excellent swimmers and divers, to which they are habituated from their earliest childhood, insomuch that one would almost think the water was their natural element.

Mathison (1825:402) wished to travel to the countryside where the sandalwood grows and to see “some ancient monuments of which a curious traditionary history had been related” to him. Thus, he secured a guide and an American travel companion and walked twelve miles until they reached a “vast natural amphitheatre, begirt with woods and gigantic masses of stone from the summit downwards” (Mathison 1825:403); there they spent the night and “having walked three or four miles farther, over the same uncultivated uninhabited plain, the country all at once changed its aspect, and presented a bold outline of hills, with alternate and thickly-wooded valleys.” It was here that their guide pointed out a flat stone “about five feet broad by six or seven in length” upon whose surface were “many rude representations of men and animals” (Mathison 1825: 403-404; see Figure 5: Site 220 Pa Aikanaka). Mathison (1825:404) continues his description thusly,

Many were defaced, and in others I could trace no resemblance to any known objects, either animate or inanimate: the stone itself was very imperfect, pieces of it having evidently been broken off on different sides. . . in order to convert the materials into knives, mirrors, pots, and other domestic utensils, which were always fabricated from stone in former times, previous to the introduction of iron by foreign traders.

Mathison goes on to recount the story of Chief Herimino as told to him by Cox. As previously mentioned, Helemano, near the project area, is associated with the legendary cannibal chief who lured his victims to the mountains. Mathison (1825:405) states that the stone relic was the altar upon which the cannibal chief Herimino sacrificed his victims; “near it a large round hole, about twenty feet in circumference, and still clearly discernable, was pointed out as the place where the kanakas, or men, were cooked and devoured by the Chief and his adherents.” His account of the cannibal chief’s demise differs from that told in the prior section on legendary accounts. Per Mathison (1825:405), Herimino’s brother-in-law killed him; but some of his followers continued to stalk and kill their human prey occasionally; “they were not finally extirpated till about forty years ago, when the principal Chief of the island, previous to King Tama-hama-hah [Kamehameha], pursued and killed them all, except one man, whose life accidentally was spared” a child of this man was at the time of Mathison’s writing “a menial dependant [*sic*] upon the present King, and in no respect distinguishable from any of the other natives.”

Between 1838 and 1842, the United States Exploring Expedition, under the direction of Commander Charles Wilkes, visited O’ahu. In 1840, Wilkes (1845:74-75) made the following observation of the terrain and flora of Waialua:

The coast here forms a small bay, and has a dreary aspect on first landing. . . A short distance from the coast an agreeable change is met with, in extensive taro-patches, fish-ponds, and fine fields of sugar-cane. The habitations in this part, are neat and comfortable, and the natives cheerful and clean.

. . . The district of Waialua stretches from the most westerly cape, called Kaena, to Waimea, in the district of Koolaulo [Ko’olauloa], on the northeast, and to Waianae on the southwest, a distance along the coast of above twenty miles. Within this district are a few bays for vessels not exceeding one hundred and fifty tons burden the best of these is Rawailoa [Kawailoa]. Those to the northeast are Waimea, Haula [Hau’ula], Kakua, Moluilui, and Makua. Like all the rest of the places, they are dependent on Honolulu, which is thirty miles distant for a market. A good road might very easily be constructed, and very nearly level, on the plain that lies between the two high mountain ranges which traverse the island from east to west. One of these ranges is called Konahaunui, the other Kaala; the former occupies the eastern end of the island, the latter the western. Both are basaltic. It is remarked of these two ranges, that the soil and growth of the plants are dissimilar; for instance, the kauwila, the wiliwili, the haw [*hao*], and the uhiuhi are found on the Kaala, and are either not found, or only in a dwarfish state, on the Konahaunui; whilst the acacia (koa), and the lehua, do not exist on the former, though growing luxuriantly on the latter.

. . . Part of the Waialua district is cultivated by irrigation, and produces abundantly. Five considerable streams water it from the Konahaunui range, passing down fertile valleys. The largest of these is quite sufficient to supply motive power to the whole year round. . . From sources that are to be depended upon, I was informed that there are upwards of thirty square miles in the Waialua district that can be cultivated without irrigation.

Of the Native Hawaiians of Waialua, “having but few wants, and those easily supplied” Wilkes (1845:75) states: “they cannot yet be induced to change their ancient dwellings for better habitations, and still adhere with pertinacity to their thatched grass huts, without floors or windows, and destitute of ventilation.” Wilkes (1845:77). also reports on births and deaths in Waialua district: in 1836, there were thirty-four births and ninety deaths recorded; in 1839, there were fifty-six births and one hundred and eighty-five deaths. In addition, over four hundred marriages were entered into between 1832 and 1839; and the population declined from 2,640 in 1832 to 2,415 in 1836, which he attributed to sterility and abortion.

Regarding resources and trade across the Hawaiian Islands, Wilkes (1845:261) mentions the ongoing pursuits of the Hawaiians in supplying visiting whaling fleets and that sugar cultivation had begun to take over the for the failed sandalwood trade; and stated the following:

The islands produce but little, and their consumption of foreign products is necessarily small. The capabilities of the islands have generally been underrated, for their soil and climate are suitable for raising all tropical productions in considerable quantities, and at a moderate cost. But very little investment of capital has yet taken place, and the business that has induced the establishment of several commercial houses has been more that of transit than for the purpose of supplying the consumption of the islands, or obtaining their exports.

Wahiawā is also mentioned as the home of the The Lo Ali‘i in *Ka Po‘e Kahiko* by Kamakau (1964:5) as follows:

LO.—The chiefs of Lihue, Wahiawa, and Halemano on Oahu were called *Lo* chiefs, *po‘e Lo Ali‘i* [“people from whom to obtain a chief”], because they preserved their chiefly kapus. The men had kapus, and the women had kapus, and when they joined their kapus and children were born, the children preserved their kapus. They lived in the mountains (*i kuahiwi*); and if the kingdom was without a chief, there in the mountains could be found a high chief (*ali‘i nui*) for the kingdom. Or if a chief was without a wife, there one could be found—one from chiefly ancestors.

In his discussion of the life and death of Kamehameha III (b. August 17, 1813; d. December 16, 1854) in *Ruling Chiefs of Hawaii*, Kamakau (1992:422-423) tells of the young king’s proclamation for his government to be one of learning, “in which chiefs should teach commoners and each one teach another.” His (Kamakau 1992:423) poetic description goes on to mention Waialua and Wahiawā as follows:

. . . The concert exercises by which they were taught delighted the people. The rhythmical sound of the voices in unison as they rose and fell was like that of the breakers that rise and fall at Waialua or like the beat of the stick hula in the time of Pepe-io-holani and Ka-lani-‘opu‘u.

<i>A ea mai ke kai o Waialua,</i>	Let the sea of Waialua rise,
<i>Wawa no‘olelo ‘oko‘a i pali,</i>	Let the roar echo over the hills,
<i>Nunu me he ihu o ka pua‘a hae la,</i>	Rumble like the grunt of the wild pig.
<i>‘Ako ka lau o ka nalu pi‘i i ka pali,</i>	Let the rising wave break the leaf from the cliff.
<i>Ku pali Kaiaka i ka‘ino,</i>	Kaiaka cliff stands above the storm,
<i>‘Ino ka lae o Kukuilau‘ania,</i>	Stormy is the cape of Kukuilau‘ania,
<i>He Maka-nui.</i>	Windy indeed it is!
<i>Makani me he ao la ka leo o ke kai,</i>	The voice of the sea rises upon the wind
<i>Kuli pa‘ia wawa ka uka a Lihu‘e,</i>	Deafening those in the uplands of Lihu‘e,
<i>O me he‘oka‘a la i ke kula,</i>	As it is borne over the plain,
<i>Ke kula hahi a ke kai e halulu nei,</i>	The rumbling of the sea treading upon the plain,
<i>Halulu ma ke Ko‘olau,</i>	Rumbling over Ko‘olau,
<i>Ho‘olono ‘Ewa,</i>	‘Ewa hearkens,
<i>‘A‘ole i‘ike i ka po ana a ka nalu,</i>	She has not seen the rising of the waves
<i>Kuhihewa wale no Wahiawa – e.</i>	And mistakes it for Wahiawa.

Kamakau (1992:424) continues by saying “schools were built in the mountains and in the crowded settlements” and mentions Wahiawā and Halemano specifically. Kamakau (1992:424) reports that between fifty and two-hundred pupils attended each school under Kamehameha III’s rule and that “Oahu was then thickly populated.” He goes on to lament the drastic population decline thusly, “It is sad to see how in so short a time whole villages have vanished leaving not a man. . . And as the kingdom of letters moved quickly so also moved the kingdom of God. . .” (Kamakau

1992:424-425). This significant decline in the native population was already felt a mere fifty years after Hawaii's first contact with Europeans and Americans. Meanwhile, the Western population kept increasing. Maly (1998:36) summarizes the reasons for the rapid decline of native populations thusly:

Overall, historic records document the significant effect that western settlement practices had on Hawaiians throughout the islands. Drawing people from isolated native communities into selected village parishes and Hawaiian ports-of-call, had a dramatic, and perhaps unforeseen impact on native residency patterns, health, and social and political affairs. In single epidemics hundreds, and even thousands of Hawaiians died in short periods of time.

In a letter dated October 22, 1847 to the Minister of the Interior John Young, rancher James Robinson requested to lease the land called Wahiaiwā from the government (HSA 1847b); the reason for his request was as follows:

The reason we are desirous of having said land is the difficulty of keeping our cattle at Halemano from running on Wahiawa, which they are now in the habit of doing. If any other person should get said land it might cause trouble to us, and we therefore offer you an annual rent of \$150, for the above term [of 50 years].

Robinson goes on to state that “the land has not been surveyed but the ancient boundaries are well known to the natives, and can easily be pointed out” (HSA Interior Department-Lands, incoming letter October 22, 1847). In a subsequent letter dated October 27, 1847, G.M. Robertson (HSA 1847a) states that Wahiaiwā was close to Robinson's land in Halemano and that there was “no other land between” and that Wahiaiwā belonged “to Waianae.” In this same letter, Robertson (HSA 1847a) mentions Robinson's interest in wishing to cultivate cotton. A notation written in pencil at the bottom of the letter and initialed G.M.R. reads as follows: “The Ahupuaa of Waianae belongs to the King & I believe Wahiawa is included in it.” On the reverse of the same letter, also in a pencil-written note is the following statement: “Resolved, that the Minister of Interior make a thorough inspection, and to lease the land, upon giving their consent to plant same in cotton” (HSA 1847a).

### **The *Māhele* ‘Āina of 1848**

The profound religious, socioeconomic, and demographic changes that took place in the early 1800s resulted in the establishment of a Euro-American style of land tenure, and the *Māhele* ‘Āina of 1848 or Great *Māhele* was the vehicle used to divide the land between the crown, government, *konoiki*, and native tenants. Prior to this land reformation, all the land and natural resources of Hawai'i were held in trust by the *ali'i* who, in concert with *konoiki* land agents, meted out use rights to the native tenants at will.

During the *Māhele* all lands were placed in one of three categories: Crown Lands (for the occupant of the throne), Government Lands, or *Konoiki* Lands; all three types of land were subject to the rights of the native tenants therein. The *ali'i* and *konoiki* were required to present their claims to the Land Commission to receive a Land Commission Award (LCAw.) for lands provided to them by Kamehameha III. They were also required to provide commutations to the government in order to receive royal patents on their awards. The lands were identified by name only, with the understanding that the ancient boundaries would prevail until the land could be surveyed. This process expedited the work of the Land Commission and subsequent land transfers (Chinen 1961). Native commoners could also register claims for land with the Land Commission, and if substantiated, they would receive a LCAw., often referred to as a *kuleana*; upon confirmation of a claim, a survey was required before the Land Commission could issue a *kuleana* award.

The *ahupua'a* of Wahiaiwā was not named or claimed in *Māhele* (Soehren 2008); and no *kuleana* awards were issued within or in the vicinity of the current project area. In contrast during the *Māhele*, chiefess Victoria Kamāmalu turned over parts of Kamananui “as commutation of the royal right,” which along with the remainder of the *ahupua'a* “became government lands when the king divided his holdings between public and Crown property” (Sahlins 1992:190 n.16). According to the Waihona 'Āina Database, twenty-seven *kuleana* claims were made within Kamananui Ahupua'a, of which only two were awarded in coastal Kamananui.

### **Wahiaiwā and Waialua District After the *Māhele* (1850-1935)**

The reason Wahiaiwā was not claimed during the *Māhele* is that, in 1850 a resolution of the School Act was adopted at a meeting of the Privy Council which appropriated lands across the Hawaiian Islands “for the general purpose of education” and “to provide for the better support and greater efficiency of the public schools” (HSA 1850). Included in this resolution was Wahiaiwā in Waialua, which was classified as “remnant/leased” and not associated with a grant

number or *Māhele* award number (MA/LCAw.). In a memo dated February 21, 1851, A.G. Thurston wrote on behalf of the Minister of the Interior to inform Reverend J.S. Emerson of Waialua that because Wahiawā had been set apart as one of the School Lands by resolution of the Privy Council, Emerson was “no longer at liberty to sell any portion of it & that all persons wishing to purchase there will be under the necessity of applying to the Minister of Public Instruction” (HSA 1851). Figure 20 shows the project area within Wahiawā, which is labelled as “School Land” on an 1881 Hawai‘i Government Survey map.

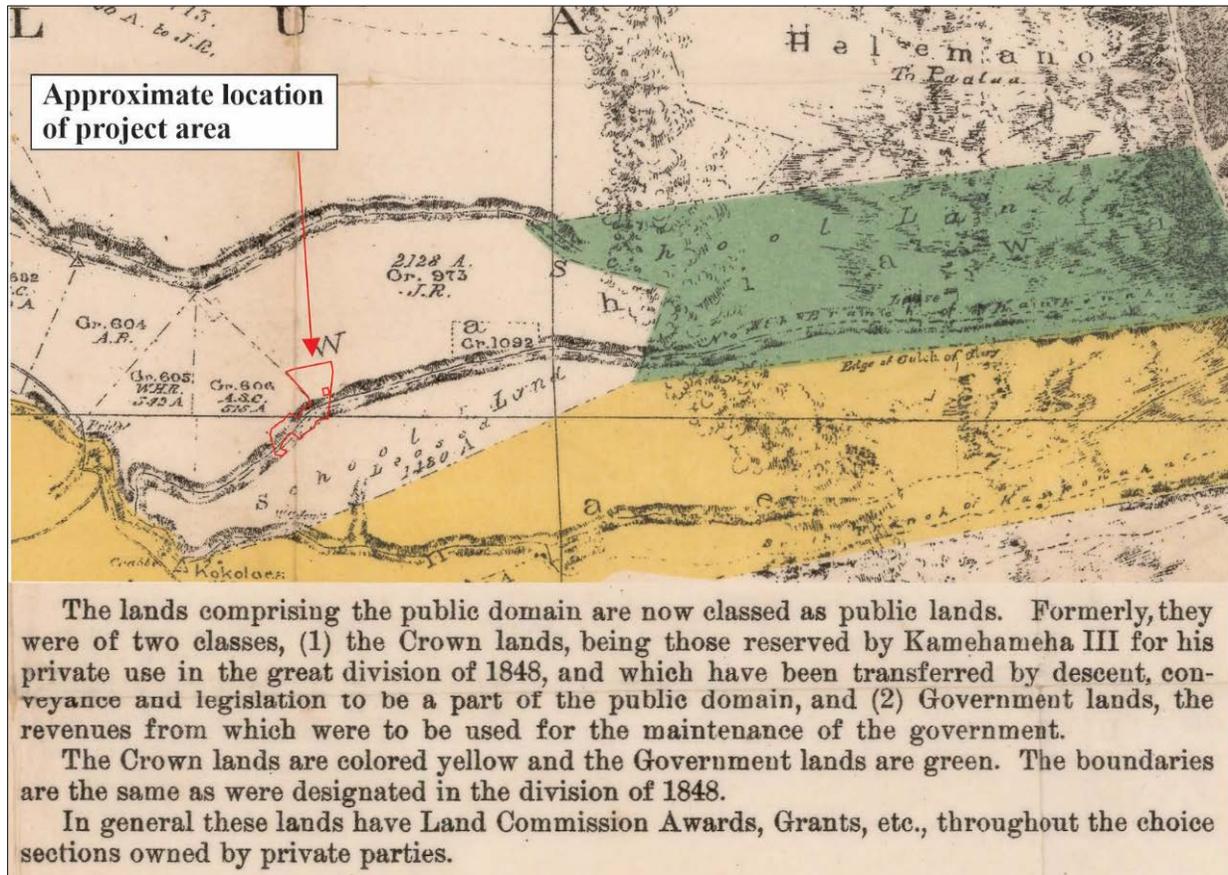


Figure 20. Portion of 1881 Hawai‘i Registered Map 1381 showing project area location and Wahiawā as school land with associated notations from the map legend (after Lyons and Covington 1881).

Following the *Māhele*, the Hawaiian kingdom initiated a grant program in an effort to encourage more native tenants to engage in fee-simple ownership of parcels of land. These parcels consisted primarily of Government lands—those lands given outright by the King or commuted to the Government by the *ali‘i* in lieu of paying the commutation fees on the parcels awarded them during the *Māhele*. These land grants ranged in size from roughly ten acres to many hundreds of acres—larger than those generally available through the Land Commission. When the sales were agreed upon, Royal Patents were issued and recorded following a numerical system that remains in use today. The process for applications was clarified by the “Enabling Act,” which was ratified on August 6, 1850. The Act resolved that portions of the Government Lands established during the *Māhele* should be set aside and sold as grants. The stated goal of this program was to enable native tenants, many of whom were not awarded *kuleana* parcels during the *Māhele*, to purchase the lands upon which they lived, or land that they felt they could cultivate (Maly 1998). Despite the stated goal of the grant program many of the Government Lands were eventually sold to foreigners.

In 1852, most of the acreage that comprises the northwestern portion of the current project area was part of Grant 973, issued to James Robinson, Robert Lawrence, & Robert W. Holt. On the survey map (Figure 21) that accompanied their application, Grant 973 comprised “1943 acres of land in Wahiawa, Oahu, as described in this draught, not including the 185 acres granted to Paaluhi [Grant 1092, located to the east of the project area]” (Emerson 1852). However, Grant 973 appears as 1,492 acres on the official Government Grant paperwork and a 1901 map of the lands belonging to Waialua Agricultural Company, a plantation that will be discussed in detail in a forthcoming section.



The remainder of the project area on the north bank of the north fork of Kaukonahua Stream comprises the southern portion of Grant 606, issued to A.S. Cooke. The Grant 973 survey map depicts this area as of “1510 eka [acres] so Pd to Bishop Cooke & Rice – bounded by Castle land by the rivers & dotted lines” (see Figure 21); however, it is not labelled with a corresponding grant number. In contrast the 1881 map above shows this portion of the project area clearly within Grant 606 to A.S.C. labelled as 515 acres (see Figure 20). Also on the 1881 map, the portion of the project area located along the south bank of the north fork of Kaukonahua Stream is labeled School Land lease 1480A (see Figure 20), while the 1852 Grant 973 map shows the area labeled “No 1” and described as follows: “a strip of Wahiawa joining Kolakoa of about 3.4 eka [acres]” (see Figure 21).

Shortly after these grants were secured, in 1859, “the differences between names and boundaries of ancient geographic districts in common usage, and those referred to in the *Mahele* of 1848 and in the *Laws* of 1840 and 1847, were adjusted by act of the legislature” (King 1935:216). King (1935:216) then cites Section 498 of the Civil Code of 1859, as follows (underline added for emphasis):

For taxation, educational and judicial purposes, the several islands shall be divided into the following districts:

The island of Oahu shall be divided into five districts, as follows: 1. From Maunaloa to Moanalua inclusive, to be styled the Honolulu district; 2. Ewa and Waianae to be styled the Ewa district; 3. Waialua; 4. Koolauloa; 5. Koolaupoko.

Thus, O‘ahu’s districts were reduced from six to five with the consolidation of ‘Ewa and Wai‘anae districts, into ‘Ewa.

In 1862, the Commission of Boundaries (Boundary Commission) was established to legally set the boundaries of all the *ahupua‘a* that had been awarded as part of the *Māhele*. However, boundary descriptions were not collected for all *ahupua‘a*. The primary informants for the boundary descriptions were old native residents of the lands, many of which had also been claimants for *kuleana* during the *Māhele*. This information was collected primarily between 1873 and 1885 and was usually given in Hawaiian and transcribed in English as they occurred. Based on a review of Boundary Commission documentation housed at the Hawaii State Archives (HSA), certification of the boundaries of “the Crown Land of Waianae Uka and the School Land of Wahiawa” were recorded under the same entry (Commissioners of Boundaries n.d.: Volume 1:344). On September 4, 1869, the Commissioner of Boundaries for the Island of Oahu, W.P. Kamakau, certified the boundaries between Wai‘anae Uka and Wahiawā; and filed the permanent boundaries as of January 28, 1876. The following excerpt is taken from the Boundary Commission book (Commissioners of Boundaries n.d.: Volume 1:344-345):

The boundary line between Waianae Uka and Wahiawa is as hereinafter mentioned that is to say.

Beginning at the South end of the Bridge over the Kaukonahua river, the boundary will run South 27° 41’ East true bearing 611 feet to a marked Stone, and thence along the top of the bank on the South side of the Kaukonahua gulch.

North 81° 5’ East 446 feet.

South 5° 42’ East 337 feet.

South 1° 55’ East 1131 feet

South 47° 5’ East 778 feet and thence along the edge of the bank to a point.

South 74°38’ East 1809 feet from the last.

Thence along the edge of the bank. South 14° 48’ East 1245 feet to an ancient Kahua Maika at a place, called Kokoloea.

Thence South 60° 34’ East 705 feet to a concrete post, which is a trig Station of the Government Survey near the 19<sup>th</sup> mile stone from Honolulu.

Thence the boundary will run. North 72° 50’ East in a straight line 4312 feet to a red wood post on the South side of the Southern branch of the Kaukonahua river at a place called “Paha” opposite a Koa Tree where the ancient boundary will run North 67° 01’ East true bearing (Magnetic North 58° East) 15,494 feet to a marked Koa Tree near the South side of the Wahiawa gulch. Thence the boundary follows the top of the “pali” on the South side of the Wahiawa gulch, to the summit of the dividing ridge between these lands and Koolau, this last point being:

North 76° 02 East true 44,114 feet from the aforesaid post near Kokoloea.

## 2. Background

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Within the same boundary commission volume as reported under the description of the Ahupua‘a of Waianae, Commissioner of Crown lands John Dominis requested that the boundaries of Waianae be settled, in November of 1868. The boundary notes for Wai‘anae Ahupua‘a mention that Wahiawā to the north is for the school (*Aoao Akau Wahiawa no ke Kula*); and further testimony given by Kekau for Waianae talks about the upper/inland portion of Wai‘anae Ahupua‘a being adjacent to Wahiawā. However, in a letter dated October 6, 1870 W.P. Kamakau states that portions of the boundary between Wahiawā and Wai‘anae were questionable, based on the information he gathered from a Wai‘anae resident (HSA 1870b).

In a response to Kamakau’s claim about the boundary dispute between the Wahiawā School Lands and the Crown Lands of Wai‘anae dated January 6, 1870, Attorney General, Stephen Phillips recommended against making the dispute a public controversy. Phillips goes on to say, “the commissioner of Crown Lands, although they unquestionably desire a thorough investigation of the boundary dispute will not desire to secure any result through a misunderstanding.” And concludes the letter in the following manner “as a majority of the commissioners of Crown Lands are also members of the Board of Education, it is hardly to be supposed that they will desire so much unnecessary trouble”(HSA 1870a).

Despite the opinion of some that Wahiawā was part of Wai‘anae, a letter dated December 5, 1865 refers to the School Lands called Wahiawā in Waialua (HSA 1865); as do other letters dated January 11, 1866 and March 22, 1867 (HSA 1866, 1867). Another document dated September 22, 1875—a solicitation for purchase or lease of Wahiawā lands at Waialua to make “permanent improvements and to develop the resources of the Island of Oahu”—provides other details about the project area vicinity (HSA 1875b). In this letter, W.G. Jones describes Wahiawā as comprising “the peninsula between the West and East branches of the Kaukonahua Stream” and the “land which lies makai or West of the East branch of the Kaukonahua Stream. . . in all containing an area of 682 acres.” Jones also offers to purchase only the land in the “peninsula,” if “the Board [of Education] does not desire to sell or lease the portion makai or West of the East branch of Kaukonahua, owing to the unsettled condition of the boundary, of that tract”; as well as “lease the unsurveyed mountain portion of Wahiawa.” Thus in 1875, the boundaries of Wahiawā remained somewhat unclear contrary to Robinson’s aforementioned 1847 claim.

In another (undated) letter received by the Minister of the Interior September 23, 1875, Jones offers to “purchase all the remaining interest in the School Lands of Wahiawa, District of Waialua” and “have the lands surveyed and the boundaries settled at my own expense” (HSA 1875a). Other correspondence from 1877 shows W.G. Jones still interested in purchasing portions of land at Wahiawā and mentions a 10-year lease he entered into on October 15, 1875, culminating in a letter dated September 27, 1877 to the Board of Education in which he requests permission to transfer his lease of Wahiawā to Gilbert Waller who wished to plant cane “and thus improve the value of the land” (HSA 1877c). Per Jones, he had “already made valuable improvements and placed buildings upon the land, and Mr. Waller designs to make greater and more valuable improvements.” The transfer was finalized in a resolution of the Board of Education on October 13, 1877. In a letter dated October 4, 1877 Waller requested that his newly acquired lease be extended from ten to twenty years for him to “get the water from the gulch on to the main-land for use for irrigation etc.” (HSA 1877a). Waller offered to bind himself “to bring on the water from the Kaukonahua Stream and leave the auwai in good working order at the expiration of the lease” or to purchase the land at Wahiawā in its entirety. This proposal was accepted by the Board of Education as evidenced by a subsequent letter from Waller dated October 16, 1877 in which he expressed his agreement and acceptance of the terms (HSA 1877b).

Another minor change to district boundaries occurred in 1886, when Waialua District was expanded to include Waimea Ahupua‘a, originally in Ko‘olauloa District (King 1935:218). As of 1896, Wahiawā was still considered School Lands under the jurisdiction of the Board of Education as referenced in a letter from Mark P. Robinson dated March 11, 1896, in which he requested a 30-year lease of the unsold lands of Wahiawā (HSA 1896).

In 1909, Act 84 of the Session Laws of 1909 once again divided O‘ahu into six districts, which separated Waianae and ‘Ewa, and expanded Waialua District from “Kaena Point to and including the ahupuaa of Waimea and Waia-nae Uka” (King 1935:220), which were formerly parts of Ko‘olauloa and Wai‘anae districts, respectively. No additional changes were made until 1913 when Act 112 of the Laws of the Territory of Hawaii created a new landlocked district named Wahiawā, “in which the *ahupuaas* of Wahiawa and Waianae Uka were taken from Waialua [District] to form this new and seventh district of Oahu” (King 1935:221). As a result of this new configuration, the current project area falls within Wahiawā District, as it appears in a 1902 map reproduced as Figure 22, below.

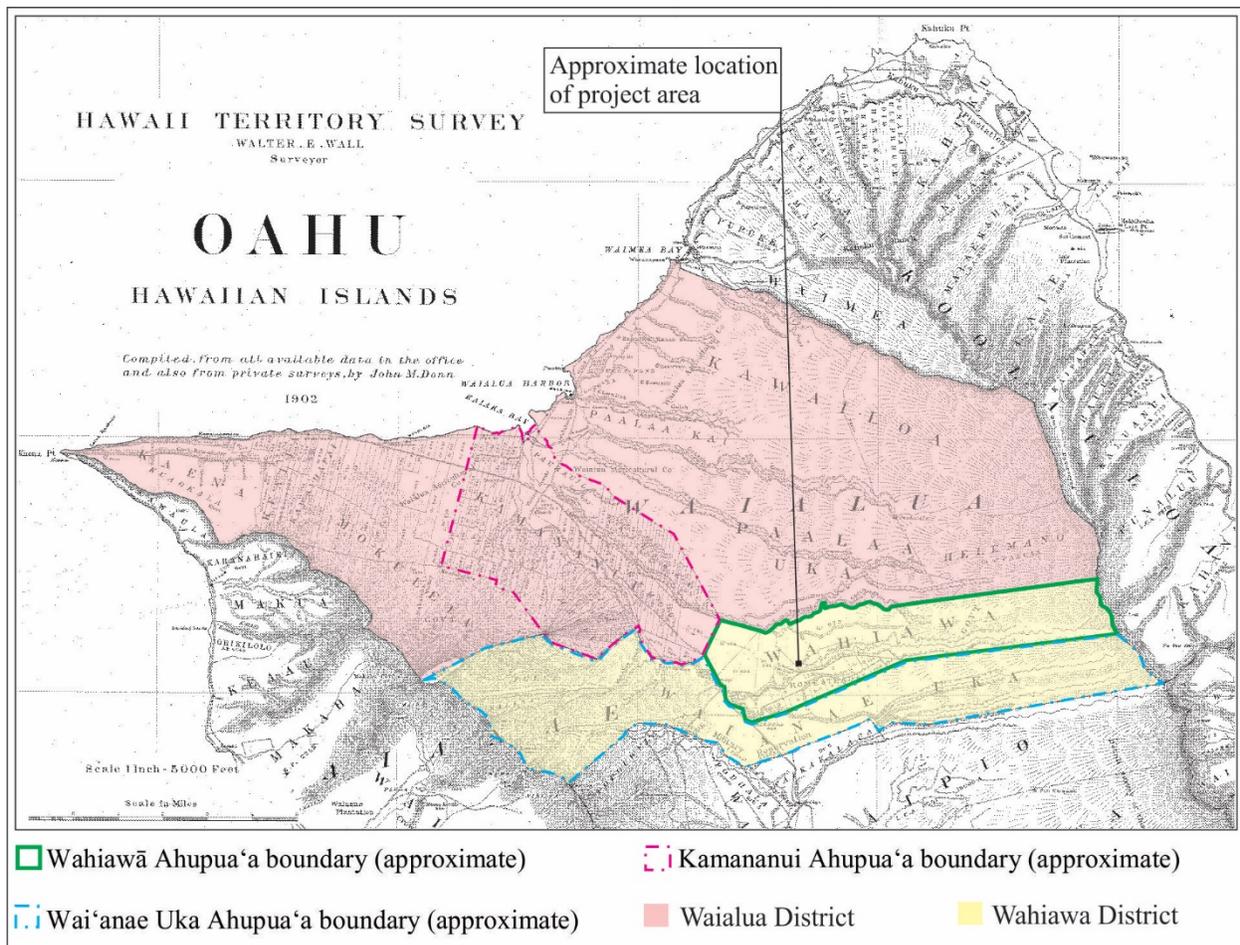


Figure 22. Portion of 1902 Hawai'i Registered Map 2374 showing the project area location within Wahiawā Ahupua'a, Wahiawā District at that time (after Donn 1902).

King (1935:221) goes on to explain the motivation for this change as follows:

In 1899, a tract of some 1320 acres of Wahiawa, formerly in pasture, was subdivided into agricultural homestead lots and by 1913 quite a community had developed in this section whose aspirations for independence from Waialua district were met by the creation of a new district.

As previously mentioned, the *ahupua'a* of Wahiawā was not named or claimed in the 1848 *Māhele 'Āina* (Soehren 2008), but it does appear in the 1852 map that accompanied the grant application for Grant 973 (reproduced as Figure 20 above). The map is labeled “Tracing of the Map of Wahiawa, Waialua, Oahu,” which indicates that Wahiawā in this context was a smaller land division within Waialua District. Two other notations on the same map read as follows: “East of the western branch and west of the eastern is a strip of Wahiawa joining Kalakoa of about  $\frac{3}{4}$  eka [acre]” and “The division line between Wahiawa and Kalakoa.” These are references to Kalakoa, which is defined by Soehren (2008) as “a point on the Wahiawa boundary,” within Wahiawā Ahupua'a based on Boundary Commission Testimony.

In the session laws of 1925, “the district of Wahiawa on Oahu was expanded on its north and south sides by taking respectively from Waialua and Ewa, large irregular tracts of land” (King 1935:222). King (1935:222) goes on to explain the next suite of changes to impact the project area vicinity as follows:

In the special sessions of 1932, at the time many of the tax laws were repealed, generally overhauled and new laws enacted, it was deemed necessary and convenient to revise the boundaries of certain districts on Maui and Oahu. These changes also fitted in with the population areas for election and other purposes and no difficulty was encountered in making them.

King (1935:223) continues thusly (underline added for emphasis),

The incongruous boundaries of Wahiawa on Oahu created in 1925 were abrogated and the district restored to its boundaries of 1913, to which were added small tracts of land in Ewa and Waialua acquired by the United States and included within the Military Reservation of Schofield Barracks”

As Act 68 of the Second Special Session of 1932 remains in force to-day [at the time of his writing, ca.1935], it is herewith, quoted in full:

SECTION 2. Subdivision 3 of Section 144 of the Revised Laws of Hawaii 1925, as amended by Act 13 of the Session Laws of Hawaii 1925, is hereby amended to read as follows:

3-

The island of Oahu shall be divided into seven districts as follows:

- 1 From Makapuu Head in Maunaloa to Moanalua inclusive, and the islands not included in any other district, to be styled the Honolulu district;
2. Ewa, to be styled the Ewa district;
3. Waianae excluding Waianae Uka to be styled the Waianae district;
4. From Kaena point to and including the ahupuaa of Waimea excluding Wahiawa, hereinafter described, to be styled the Waialua district;
5. From Waimea to Lae o ka Oio. to be styled the Koolauloa district;
6. From Lae o ka Oio to Makapuu Head in Waimanalo. to be styled the Koolaupoko district;
7. Wahiawa and Waianae Uka lying between Ewa and Waialua districts and more particularly described in the following manner: Beginning at Puu Kaaumakua in the Koolau range and running to and along the south boundary of Waianae Uka (which is also the south boundary of Schofield Barracks Military Reservation) to Puu Hapapa in the Waianae range; thence continuing along Schofield Barracks Military Reservation northerly along the Waianae range to Puu Kaala, easterly along Mokuleia down ridge to Puu Pane, continuing to Maili Trig. Station, and down ridge to Haleauau stream and down Haleauau stream to Kaukonahua gulch, and easterly along said gulch to the west boundary of the ahupuaa of Wahiawa; thence leaving Schofield Barracks Military Reservation and following up and along the west and north boundaries of the ahupuaa of Wahiawa to the Koolau range: thence along the Koolau range to the beginning; to be styled the Wahiawa district.

Regarding the etymology of Wahiawā, Pukui et al. (1974:218) translate it as “place of noise” and add that “rough seas are said to be heard here” as recorded by Emerson (1915) in the Legend of Hi‘iaka presented above. Handy et al. (1991), further explain that the sound of rough seas was said to be carried inland from the coast, as reflected in some of the *mo‘olelo* and *mele* presented in the preceding section on legendary accounts.

In sum, Wahiawā Ahupua‘a has been associated with three districts: Wai‘anae, Waialua, and Wahiawā over time. Following the *Māhele* however, this land division was considered to either be within the district of Waialua or Wahiawā. The current project area is situated within the western portion of Wahiawā Ahupua‘a, which comprises the northern portion of Wahiawā District (Figure 23).

#### *Post-Māhele Historical Accounts (1850-1880)*

In the decades following the *Māhele*, more visitors and foreigners who settled in Hawai‘i, as well as Native Hawaiian Historians began recording their observations of daily life in the Hawaiian Islands. For instance, in *Fragments of Hawaiian History*, Historian John Papa Ii (1800-1870) recounts details of the extensive trail networks throughout leeward O‘ahu as he had experienced them in the early 19<sup>th</sup> century. Ii (1959:98) described a major trail, generally following the current alignments of several state and federal highways; portions of this trail connected coastal Waialua with inland Wahiawā (Figure 24):

From the stream of Anahulu and from Kamani, above the houses and taro patches, a trail stretched along in front of Kuokoa’s house lot and the church. This trail went on to meet the creeks of Opaepala and Halemano, the sources of the stream of Paalaa, on down to the stream of Poo a Moho, and on to the junction where the Mokuleia trail branched off to Kamananui and Keawawahie, to Kukaniloko, the birthplace of chiefs.



Another brief account composed by Thrum (1901:9) speaks of the history and of travel upon the road connecting Honolulu with Waialua, which was published in the *Hawaiian Almanac and Annual for 1902*, as follows:

The road to Waialua, Oahu, was completed about 1850, but a local paper of August, 1852, records the fact “that a lady performed the trip recently from Honolulu to Waialua in a wagon in one day. This is the first time, we believe, a wagon has ever passed over this [*sic*] 30 miles of road.

During the early 1870s, American journalist Charles Nordhoff visited the Hawaiian Islands and documented his travels in his book titled *Northern California, Oregon, and the Sandwich Islands* originally published in 1874. He made the following recommendations to his readers to indulge themselves with a ride around the island of O‘ahu. Per Nordhoff (Nordhoff 1874:32), all you needed were four days, the ability to sit in the saddle, and a pack-mule; he continues as follows:

. . . you will sleep every night at a plantation or farm. The roads are excellent for riding, and carriages have made the journey. . . If you are accustomed to ride, and can do thirty miles a day, you should sleep the first night at or near Waialua, the next at or near what is called the Mormon Settlement [Lai‘e], and on the third day ride into Honolulu. If ladies are of your party, and the stages must be shorter, you can ride the first day to Ewa, which is but ten miles; the next, to Waialua, eighteen miles further. . . Any one [*sic*] who can sit on a horse at all will enjoy this excursion, and receive benefit from it; the different stages of it are so short that each day’s work is only a pleasure. On the way you will see. . . near Waialua an interesting boarding school for Hawaiian girls, in which they are taught not only in the usual school studies, but in sewing, and the various arts of the housewife. If you are curious to see the high valleys in which the famous Waialua oranges are grown, you must take a day for that purpose.

In a chapter devoted to his travels on O‘ahu during the first half of 1880, George Bowser (1880:489) made the following observations of neighboring Kamananui and greater Waialua District and mentions the commercial sugar plantation of Halstead and Gordon, which was the precursor to Waialua Agricultural Company—discussed in the next section:

Leaving this spot [Waimea Valley], which must hereafter become the seat of a considerable population, I followed the Waialua road, which follows the sea beach for about a mile and a half. At this place, between the beach and the cultivable land, there lies a strip about half a mile wide composed of nothing but boulders. . .

Again I passed on to another fertile valley, the Kamananui. At the head of this, closeup to the mountains, is the sugar plantation of Messrs. Halstead & Gordon, one of the most extensive and valuable on the island of Oahu. Mr. Halstead is a thoroughly experienced manager, and everything on the place has thrift and industry written on the face of it. I was made right at his hospitable house, where he resides with Mrs. Halstead and his family. A lovely view of the ocean is to be had from the front of the house, and when I as there the scene was further enlivened by the presence of a fine schooner in full sail on her way to Honolulu. There is plenty of good fishing in this valley; both fresh and salt water fish being abundant. Excellent shooting, too, is available for the sportsman.

At Waialua I found no less than three native churches, a female seminary, three native schools and St. Stephen’s Episcopal Mission School.

### **Waialua Agricultural Company (1898-1996)**

The history of Waialua Agricultural Company is directly linked with that of B. F. (Benjamin Franklin or “Frank”) Dillingham’s Oahu Railway and Land Company (O. R. and L.) and Jim Dole’s Hawaiian Pineapple Company, which will be discussed in further detail below. The following history of the O. R. and L. is taken largely from a biography of Dillingham penned by Yardley (1981). In June of 1888, William R. Castle introduced the Dillingham Bill, which was not approved as it was initially proposed but the government drafted another bill and on September 11, 1888 King Kalakaua signed the railroad bill in favor of Dillingham (Yardley 1981:127). Although railroads, largely associated with the sugar industry, were already in operation around Hawai‘i Island, O‘ahu was undeveloped in comparison. According to Yardley (1981:131), “Kalakaua’s signing of the railroad bill signaled the start of a year and a half of frenetic activity during which B. F. Dillingham changed the map of Oahu forever.”

On February 4, 1889, Lorrin A. Thurston, Minister of the Interior, issued a charter for the O. R. and L. as a railroad as well as a land development company. On March 8, 1889, the formal groundbreaking took place at Moanalua. On September 4, 1889, nearly 150 people rode a little over a mile from the terminal at Iwilei Road to the rice fields in Kapālama. In 1893, Dillingham secured a contract to extend the O. R. and L. to Waianae and beyond to Kahuku, a total of fifty-four miles. On July 4<sup>th</sup>, 1895 the railroad celebrated its completion to Waianae.

In 1897, Dillingham acquired control of ranch lands in Kawailoa and Mokulē'ia *ahupua'a* for a total of 7,000 acres for the commercial cultivation of sugar cane in Waialua District (Yardley 1981). Dillingham had his sights on Gordon and Halstead & Sons (Halstead Brothers) Plantation—a small sugar operation comprising several hundred acres in Waialua and hoped to extend the O. R. and L. around Ka'ena Point to the Halstead mill on the north shore of O'ahu (Figure 25). In June of 1898 the O. R. and L. finally reached Halstead Mill at Waialua (Yardley 1981:194). By this time, Dillingham was closer to his goal of creating a large sugar plantation in Waialua, but the Halstead Brothers Plantation would need to modernize as well as expand in acreage. For instance, before the O. R. and L. reached Waialua, the cane grown at Halstead Plantation was hauled to their mill using ox-drawn carts rather than a narrow-gauge railroad system as on most larger plantations; and the sugar produced “was carried in longboats to schooners or small steamers lying offshore and then taken to Honolulu for reshipment” (Yardley 1981:130). Furthermore, Halstead Plantation was “surrounded by thousands of uncultivated acres divided into small parcels with numerous owners, many of them Native Hawaiians” (Dorrance and Morgan 2000:47). Thus, in October of 1898, at the behest of Dillingham, Castle & Cooke acquired 10,000 acres of land for sugar cultivation and 12,000 acres at higher elevations that would prove more suited for pineapple cultivation to form Waialua Agricultural Company, Ltd. (WAC) (Taylor et al. 1976).

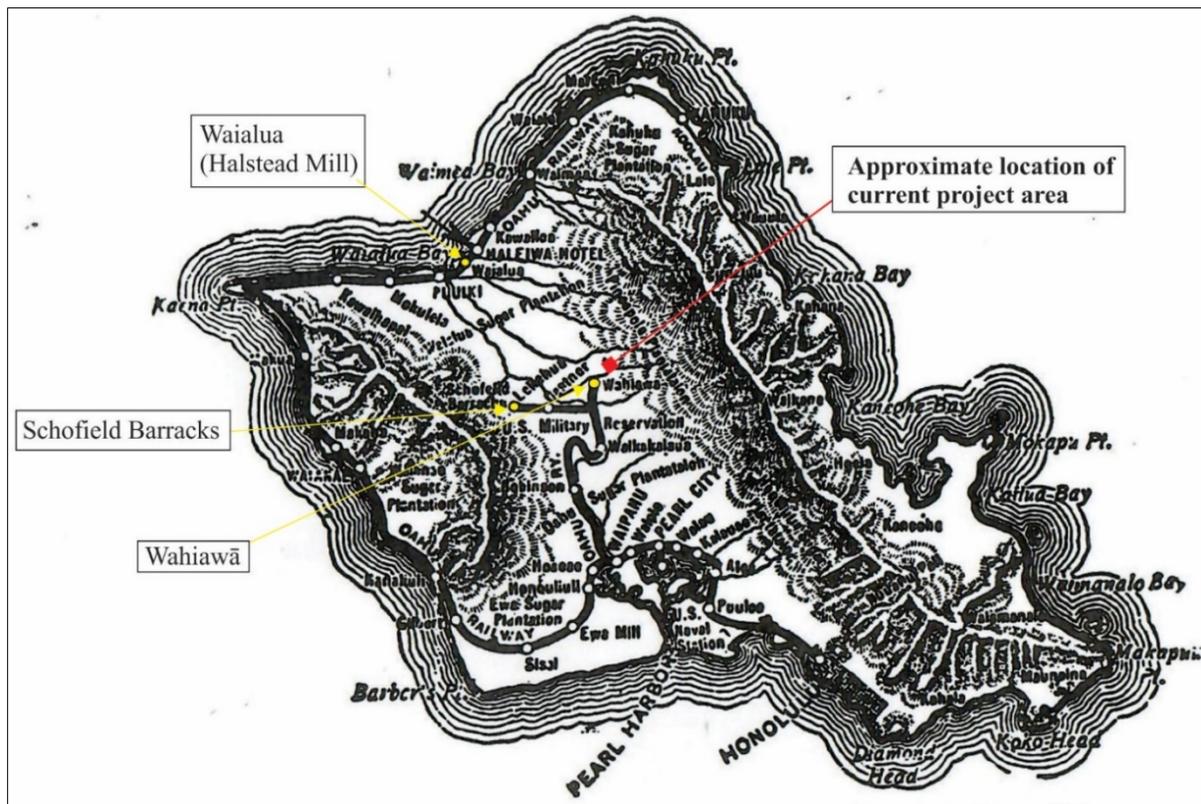


Figure 25. The completed O. R. and L. including the project area location relative to other locales mentioned in the discussion (Bishop Museum photo as reproduced in Yardley 1981:198).

Castle & Cooke was founded in 1851 by American missionaries Samuel Northrup Castle and Amos Starr Cooke who built their partnership into one of the most successful Hawai'i based corporations through over a century of investments and land acquisitions. WAC acreage (Figure 26) comprised Halstead Brothers Plantation, lands sublet from Dillingham, and lands leased from Bishop Estate, in addition to lands leased and purchased from private owners (Dorrance and Morgan 2000). Per Taylor et al. (1976:130) The acquisition was not without its challenges however; for,

Waialua sprawled over rugged terrain at many altitudes; it had a heavier, but by no means dependable, rainfall, and the land ownership was a jumble. Many of Waialua's water rights dated from ancient taro patches, irrigated by the mountain waters ever since the Polynesians settled Oahu. Leases or fee-simple titles had to be negotiated with hundreds of ownerships, covering cane lands, water rights, forest reservations, ranch lands, and lands not suited for cane but necessary for investment protection. Some of the owners or lessees had, in turn, leased to small cane, rice, taro, and pineapple growers.

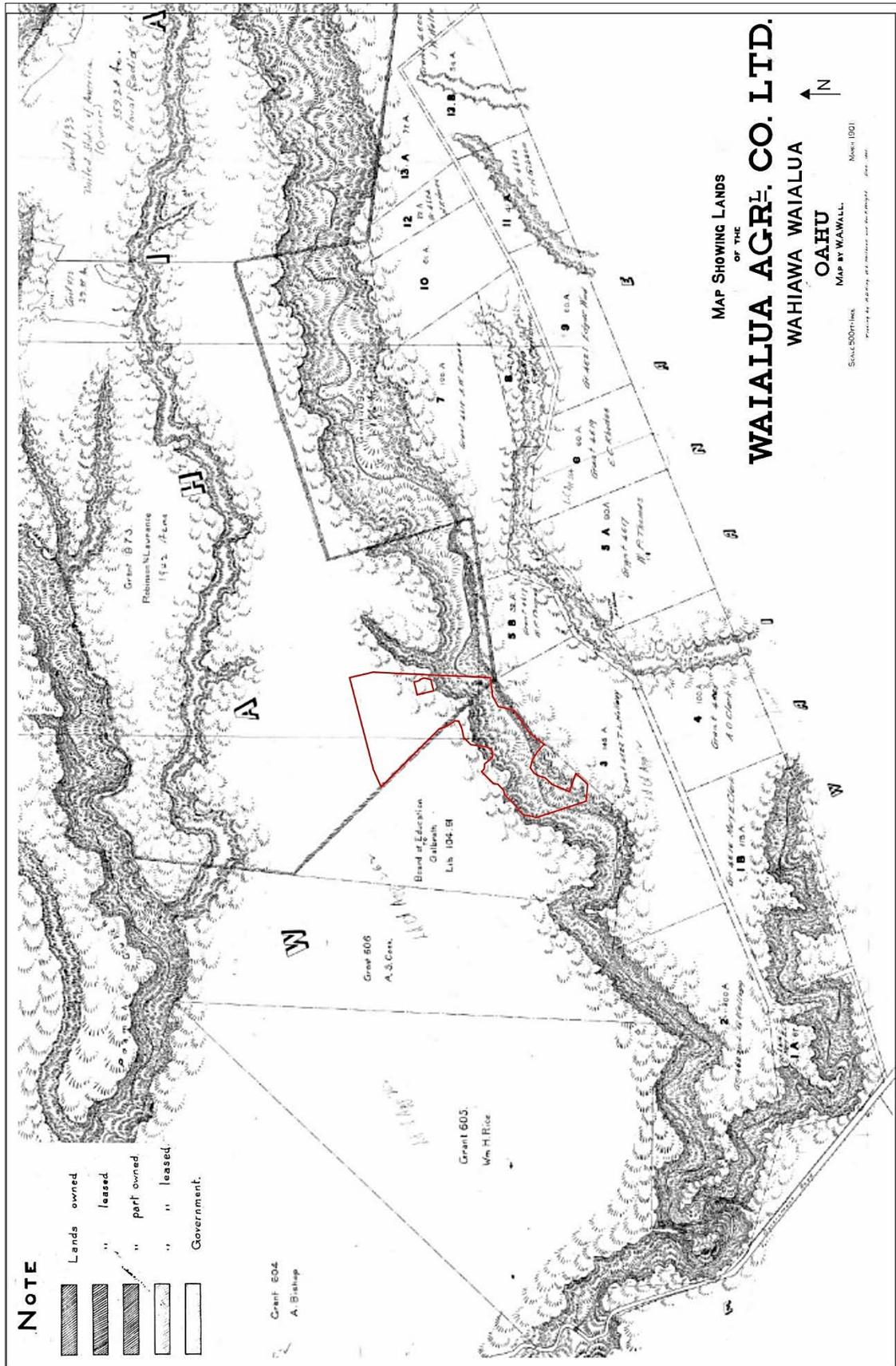


Figure 26. Portion of 1901 map of WAC lands showing approximate location of the current project area outlined in red (after Wall 1901).

WAC operated at a deficit for nearly ten years but 1908 marked WAC's first profits, which coincided with the successful completion of a major irrigation project (Taylor et al. 1976). This engineering feat consisted of the damming of Kaukonahua Stream to catch and divert the rainfall of the Ko'olau mountains: "By 1928 the engineering that rerouted the rainfall put Waialua's annual sugar production into the 50,000-ton class along with Ewa [Plantation]. Waialua was to join Ewa as two of the largest, most efficient sugar plantations in Hawaii" (Taylor et al. 1976:131). Another important development devised by WAC was the use of derrick loading to move harvested cane onto the railway cars in the cane fields, which was first implemented in 1920 (Dorrance and Morgan 2000). In addition, WAC installed a 450-kilowatt hydroelectric power plant at Kaukonahua in 1916 that could produce excess power, which WAC could sell for profit (Wilcox 1996:170). However, "it was almost impossible to have a lone operator stay up there at night on account of the ghosts: it was two men or nothing" thus, "as it would have cost too much to automate for the small amount of power the plant produced, it was closed in 1960" (Wilcox 1996:170). In her book titled *Sugar Water*, Carol Wilcox (1996:109) presents the following information about how WAC, then known as Waialua Sugar Co., was extremely efficient because of its irrigation and water storage system:

. . . The distribution of water is especially flexible: the ditches are so interconnected that nearly all the water can be sent to any given place. This plantation has four surface-water collection systems—the Wahiawa, Helemano, Opaepala, and Kamananui—all built between 1900 and 1906. The Wahiawa-Lake Wilson system, by far the largest, delivers 10 to 12 billion gallons a year, Helemano around 700 million, Opaepala 350 million, and Kamananui 90 million. In short, Waialua Sugar Company has the largest water storage capacity in Hawaii.

The "Wahiawa-Lake Wilson system" mentioned in the excerpt above refers to the Wahiawa Dam and Reservoir, which became known as Lake Wilson and today is referred to as Wahiawā Freshwater State Recreation Area. Per Wilcox (1996:109), the earthen Wahiawa Dam is located within Kaukonahua Gulch and the resultant 7-mile long reservoir is fed by a ditch system known as the "Oahu Ditch" and later the "Mauka Ditch Tunnel," which fed the reservoir with water diverted from both the Kaukonahua and Poamoho watersheds to provide ninety percent of WAC's surface water. Around the same time that WAC dammed Kaukonahua Stream, they leased land for commercial pineapple cultivation; per Taylor et al. (1976:165):

Between 1907 and 1909, Waialua Agricultural Company leased 3,000 acres of land not suitable for sugar to Dole's Hawaiian Pineapple Company and other pineapple operators. By 1913, when planters had more than 6,000 acres of Waialua's land in pineapple, the sugar company began to wonder if it shouldn't go into business directly. But it did nothing.

By 1916, Jim Dole had leased 3,676 acres from Waialua. The California Fruit Cannery Association, which had absorbed the Hawaiian Preserving Company (and would later become part of California Packing Corporation and then Del Monte), had 4,315 acres of Waialua land in pineapple.

Per Taylor et al. (1976:165), in 1922 Dole gave WAC one-third ownership of Hawaiian Pineapple Company Dole in exchange for another 12,000 acres of WAC lands. In 1932, Castle & Cooke invested in Hawaiian Pineapple Company "to save Jim Dole's depression-plagued firm from going bankrupt and to keep controlling ownership in island hands" (Taylor et al. 1976:165); subsequently, WAC owned thirty-seven percent of Hawaiian Pineapple. Within a few years, Castle & Cooke staff were running the company and handling the insurance and shipping needs. Immediately after the attack on Pearl Harbor, U.S. troops started to take over WAC acreage, "bulldozers, crawler cranes and trucks were taken out of the fields to build airfields" and WAC's manager was ordered to provide upwards of 500 men a day "to help build defense installations;" furthermore, "chunks of acreage were converted to potatoes and other vegetables that could help feed the military and local population" (Taylor et al. 1976:197-198).

In 1948 a holding company called Helemano Company, Ltd., was organized "to take over all of the assets of Waialua Agricultural Company other than the mill equipment and 200 acres of land around the mill" that included WAC's "interest in Hawaiian Pineapple Company and 27,000 acres of land, which produced substantial annual rental payments" (Taylor et al. 1976:225); thus splitting WAC's sugar profits from their pineapple profits and other investments. In 1958, Helemano Company, Ltd. merged with Castle & Cooke; and in 1961 merged with Dole, which resulted in Castle & Cooke becoming one of the largest landholders in Hawai'i. In 1985, the newly formed Dole Food Company took over ownership and operations of WAC when Castle & Cooke merged with Flexi-Van Corporation under financier David Murdock (Dorrance and Morgan 2000:141). WAC was the very last commercial sugar plantation to close on O'ahu after their last harvest in October of 1996 (Dorrance and Morgan 2000:49). According to Dorrance and Morgan (2000:133), as recently as 1999, "the former Waialua Plantation Company 'mill camp' could still be found behind the remains of the mill, largely occupied by Filipino workers and retirees."

### **The Pineapple Industry in Wahiawā (1880s-1940s)**

According to a 1933 University of Hawaii research publication titled *Land Utilization in the Hawaiian Islands* (Coulter 1933:88), eighty to eighty-five percent of the world's pineapple production originated in Hawai'i at that time; "Hawaii is the pineapple's paradise, for here it thrives best and attains that sweetness and lusciousness of flavor not present in the pineapples grown in other lands." The first pineapple venture was initiated by English Captain John Kidwell and his friend John Emmeleuth, on 140 acres of leased land near Pearl Harbor during the 1880s (Taylor et al. 1976:163). By 1892, Kidwell had 100,000 plants and organized the Hawaiian Fruit and Packing Company; however, the neighboring Ewa Sugar Plantation's management persuaded Kidwell to switch to sugar cane—a venture that failed and allowed for Ewa plantation to take back the land (Taylor et al. 1976).

Pineapple cultivation was originally brought to the project area vicinity by Byron O. Clark, who owned roughly 200 acres in Wahiawā (Dole and Porteus 1990:25) and had found some discarded pineapple plants near Kidwell's abandoned farm and took them home to Wahiawā, where he planted them in rows (Taylor et al. 1976). Thus, Clark was able to prove that pineapple is a rather hardy and adaptable fruit, "raised at sea level, at an altitude of 3,000 feet, in soils with much potash, in soils with little potash, in semi-arid areas without irrigation, and in areas having a rainfall of 60 inches" (Coulter 1933:89). However, most pineapple cultivation on O'ahu was located at elevations between 500 and 1,000 feet above sea level (Coulter 1933). Since his arrival in 1897, Clark had been the Commissioner of Agriculture and had formed an agricultural cooperative called the Hawaiian Fruit and Plant Company; Clark and twelve other families from Southern California established the Wahiawa Colony Tract on 1,300 acres of Government Land in Wahiawā as homesteaders under the Land Act of 1895 (Dole and Porteus 1990). The Wahiawa Colony was located to the southwest of the current project area and today comprises the residential area between California Avenue and Kaliponi Street in Wahiawā Town.

In 1902, Clark organized the Tropic Fruit Co., which grew and packed pineapples in glass jars; in 1906, Tropic Fruit Co. merged with the Hawaiian Fruit and Plant Company to create Consolidated Pineapple Co. under Leonard Kellogg, another Wahiawā homesteader (Hawkins 2011). However, "the credit for the foundation of the modern Hawaiian pineapple canning industry lies with James D. Dole" (Hawkins 2011:19). James Drummond Dole who would become known as "the Pineapple King" arrived in O'ahu in November of 1899. During his first few months in Hawai'i, he remained without a job and chose instead to invest in Ewa Plantation and WAC; he soon sold his Ewa Plantation shares and reinvested his gains in WAC (Dole and Porteus 1990:25). With annexation pending, a 61-acre tract of Wahiawā homestead land went up for public auction in 1900. Dole acquired the land and planted pineapple and vegetables; by 1901, when pineapple flourished, he organized the Hawaiian Pineapple Company (Taylor et al. 1976). At the time of the purchase, Dole's land "was covered with wild grass and guava bushes with no improvements whatsoever on it" and "he could see the ocean on both the Honolulu and Waialua sides of the island" because there were no trees (Dole and Porteus 1990:28). Shortly after acquiring the homestead land, Dole leased an additional 300 acres of Dowsett Estate land at Wahiawā from Walter F Dillingham, Frank Dillingham's son (Hawkins 2011).

The initial pineapple harvests had been intended for sale in the fresh market, but fresh pineapples could not be shipped over long distances without spoiling. As a result, Dole concentrated on canning as a means of making pineapple available and profitable year-round. Thus, Hawaiian Pineapple Company or HAPCo became dedicated to the production and canning of the fruit for export (Coulter 1933). In 1903, Dole entered an exclusive contract with Hunt Brothers Packing Co. as the sole distributor of HAPCo's product and they, in turn, supplied HAPCo with cans from the American Can Co.'s San Francisco plant (Hawkins 2011). Soon, Dole built his first cannery at Wahiawā with hand-operated equipment, as well as a stable and laborers' quarters adjacent to it (Dole and Porteus 1990). In 1903, Dole's first pack comprised 1,893 cases of canned pineapple, which were hauled to Honolulu using horse-drawn wagons; a year later, the pack increased to 8,810 cases (Taylor et al. 1967:164). By the end of 1904, Dole and his investors decided to expand the pineapple planting operation and upgrade the small Wahiawā cannery (Hawkins 2011).

Beginning in November of 1903, Dole and Dillingham were in communication about laying rail between Wahiawā and Honolulu for the shipping of pineapple; around the same time, General Arthur MacArthur was considering an area within the Leilehua Plain as the location of a camp for 1,500 soldiers, which would become Schofield Barracks (Yardley 1981). In 1905, Dillingham decided to build the Wahiawa branch of the O. R. and L. between the Waipahu mill site and Wahiawā Town, which required ten miles of rail extended across an elevation change of 923 feet (Yardley 1981). Per Yardley (1981:282), "The branch opened in the middle of 1906 and proved an instant success as the pineapple business boomed beyond all expectations."

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The 1906 Report of the Governor of Hawaii (Governor of the Territory of Hawaii 1906:66) states,

Recently a branch of the Oahu Railway, 9 miles in length, has been extended up the bed of a gulch, over the plains, to Wahiawa for the benefit of the pineapple industry. The largest single area devoted to this fruit in the Territory is found at that place. . . . Organizing as companies under the general incorporation act they established factories for preserving the fruit, one of which has been removed to spacious premises at the Honolulu Railway terminus, where a factory has also been erected for making the cans.

As mentioned in the Governor's report excerpt above, in 1907, Dole demolished the Wahiawā cannery, relocated the equipment to Honolulu, and "persuaded American Can Company to build a plant next to his cannery so that he could save the freight costs of shipping preformed cans from the mainland" (Taylor et al. 1976:164). The new cannery located in Iwilei was also closer to shipping routes and the harbor.

The soldiers at the newly established Schofield Barracks dubbed the rail line the "Pineapple Limited," which they used to transport troops to Honolulu Harbor as well as freight (Yardley 1981). In 1908, the O. R. and L. hooked up with the naval railway and constructed branches that extended off the line at Wahiawā to reach pineapple fields in Waipi'o, Schofield Barracks, Kunia, and Halemano (Yardley 1981). The completed railway is shown in Figure 25 above and discussed relative to the current project area in a forthcoming section.

Also in 1908, in response to the United States financial crisis known as the Panic of 1907, Dole and another eight Hawai'i based pineapple canners united to found the Hawaiian Pineapple Growers' Association (HPGA) with Dole as president (Hawkins 2011). Their objective was to increase consumption of pineapple across the continental United States. To that end, HPGA mounted an aggressive advertising campaign that glorified the island fruit and included promotional materials; soon the North American and European demand for canned pineapple drove the industry forward. In addition to the large-scale commercial producers, small-scale farmers also grew pineapples and sold them to the canneries (Hawkins 2011). By 1908, the island of O'ahu boasted 79.2 percent of the total land area planted in pineapple across the main Hawaiian Islands (Hawkins 2011:117). According to Coulter (1933:92), around 1910:

There was no lack of land apparently suitable for raising the fruit. Scarcely any competition for the same land existed between pineapple planters and sugar cane planters. Some areas newly devoted to pineapples were hitherto used for raising cattle; others were formerly used for sisal. Thousands of acres of pasture were still available for the more profitable use of pineapple culture.

Plantation workers usually harvested pineapples from June to September, a period which coincided with the off-season for sugar cultivation (Coulter 1933). Thus, plantation laborers often migrated from one crop to the other and one plantation to the other, depending on the season. Japanese and Filipino men made up most of the pineapple labor force in the fields, while women, boys, and girls worked the canneries (Coulter 1933; Hawkins 2011). On some plantations, harvesting activities were carried out around the clock with laborers working through the night (Dole and Porteus 2001). The 1911 development of the Ginaca machine revolutionized pineapple canning. This machine "could size, peel, core, and cut the ends from the fruit and deliver perfect hollowed cylinders to the packing table at speeds of 80 to 100 pineapples per minute" (Taylor et al. 1976:164). Other contributions to the success of the pineapple industry included Dole Plantation manager John Whitmore's discovery (around 1915) that mulch paper could be utilized in pineapple cultivation, as well as the establishment of an experiment station at Wahiawā in 1922 (Coulter 1933; Dole and Porteus 2001).

During World War I, HAPCo felt the strain of staff reductions because so many men volunteered for the war effort (Butler 2001). At the same time, the federal government requisitioned sixty percent of the Hawaiian pineapple industry's 1917 winter pack and much of the 1918 summer pack (Hawkins 2011). After the war, demand in the United States and Britain remained strong (Dole and Porteus 2001). Even with some setbacks, such as over-productive years in which the industry suffered a loss because the market could not keep up, the pineapple industry continued to expand until the 1930s. In 1923, HAPCo purchased the island of Lāna'i using funds secured from WAC, which added 15,000 acres of land suitable for pineapple, which bore its first harvest in 1926 (Butler 2001). Beginning in 1927, HAPCo started to focus on the Dole name in their advertisements and stamped "DOLE" on the top of each can (Dole and Porteus 2001). By 1928, there were thirteen pineapple companies and eleven canneries across the islands, all of which were competing for dominance of the seller's market (Coulter 1933). In their 1931 annual report, HAPCo reported a record output of 4.9 million cases (Dole and Porteus 2001:93). A comparison of the land utilization maps from 1906 and 1930 reveals a striking contrast in the amount of land used for pineapple cultivation, which was significantly greater in 1930 (Figure 27).

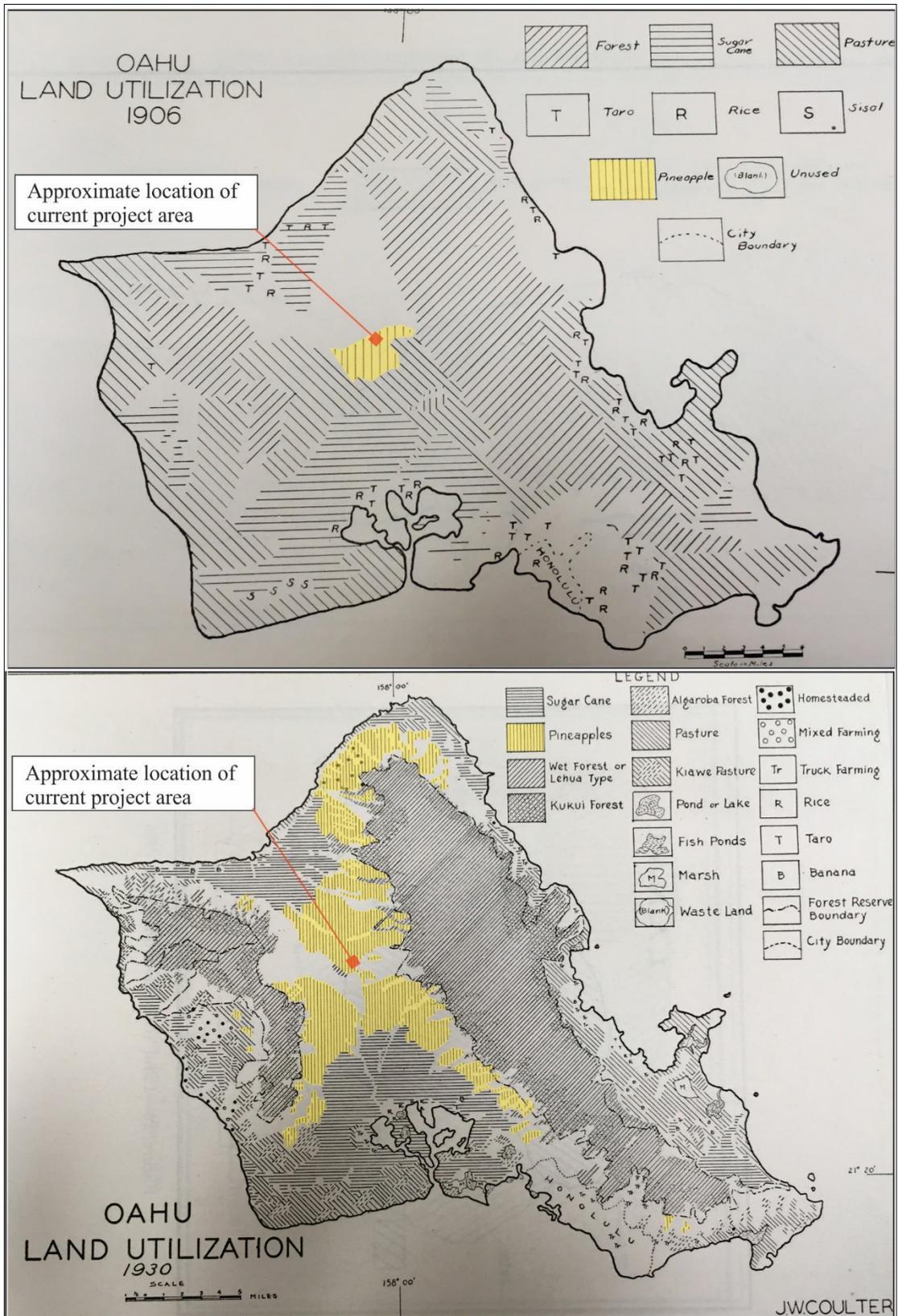


Figure 27. Annotated land utilization maps of O’ahu in 1906 (top) and 1930 (bottom) showing pineapple lands shaded yellow (after Coulter 1933).

The largest pineapple farming area is clearly depicted within Wahiawā in 1906, while the 1930 map shows more widespread plantings of pineapple (see Figure 27). In 1932, of all the Hawaiian Islands, O‘ahu had the largest percentage of land area in cultivation: 21.63 percent; of which, 42.45 percent was dedicated to pineapple, while 51.86 percent was planted in sugarcane, and 5.69 in other crops (Coulter 1933:53). Coulter (1933:98) provides the following description of some of the land areas set aside for pineapple cultivation that “were not equally suited to raising that crop” during the early 1930s:

On the island of Oahu some of them were in scattered locations on the leeward side of the rain forest, difficult of access, where the soil was thin and pests numerous and active. They could only by a stretch of the imagination be classed as arable land. Nearly all such land has now been abandoned. Some of it will probably remain waste land. Part of it may be afforested.

Despite the increased acreage in pineapple on O‘ahu, when the depression struck the mainland housewives stopped buying canned pineapple, which left Dole with a surplus in the fields and the canneries, along with mounting debts (Taylor et al. 1976). In response, HAPCo was reorganized in 1932 and Castle & Cooke took over the management of the company; by the late 1930s, HAPCo was back on track and turning a hefty profit (Taylor et al. 1976). The depression also spurred changes throughout the pineapple industry; in 1932, seven companies “entered into an agreement to limit production to the needs of the market, sell the combined pack through a marketing committee, and pool their advertising” (Coulter 1933:98).

During World War II, in addition to the disruptions of the labor force and equipment as previously mentioned in the WAC discussion, the U.S. military “requisitioned most of the canned fruit that the Hawaiian Pineapple and other companies produced” (Taylor et al. 1976:198). The O. R. and L. continued to flourish through the end of World War II and provided transport for millions of passengers and freight during the war proving itself indispensable to the U.S. Army and Navy. However, after the war as infrastructure improvements to O‘ahu roadways were implemented and a shift to automobiles, trucks, and buses for the transport of people and goods was underway, the O. R. and L. could not compete. The year 1947 marked the close of the main line while limited operations between the docks and pineapple canneries continued before complete abandonment of the railway a few years later.

#### *The Wahiawa Colony and the Evolution of Wahiawā Town (1895-1939)*

As previously mentioned, rancher James Robinson had leased the lands of Wahiawā for cattle grazing (Nedbalek 1984). Subsequently, in 1891, Charles L. Carter published an ad for 200 acres or more in fee simple of Halemano ranch lands “comprising leasehold interest in the lands of Opiula, Halemano and Wahiawa, to expire October 1, A.D. 1899” that included 1,200 head of cattle and 70 head of horses (Daily Pacific Commercial Advertiser 1891:2). Then the Land Act of 1895 designated 1,300 acres at Wahiawā as homestead land and allowed individuals to form settlement associations, which would lead to a right-of-purchase lease and title to the land if the settler lived and cultivated the land for a period of three years (Nedbalek 1984). Byron O. Clark requested that the land commission set aside the Wahiawa Tract for such a settlement association on June 14, 1898 and his request was granted within a few days. Clark and his family along with twelve other families from California brought “their plows, teams, Studebaker wagons, household furnishings, cows, pigs, and poultry,” (Nedbalek 1984:19) forded the south fork of Kaukonahua Stream and established the Wahiawa Colony Tract to the west of present-day Kamehameha Highway and to the southwest of the current project area. The settlers cleared the land and planted the fruit trees and crops required to claim ownership. On November 3, 1899, an article titled “Veteran Agriculturalist Makes a Pointed Report” was published in The Pacific Commercial Advertiser (1899:1), which mentions the Wahiawa Homestead thusly,

The Wahiawa, Oahu and American Homestead Associations were organized a year ago under our homestead laws, and settled on barren, unimproved land sixteen miles from Pearl City. . . in one year these sturdy farmers have done much with very, very limited capital but determined to make for themselves and family a permanent home in our genial climate.

The Pacific Commercial Advertiser (1899:1) article then goes on to state how one Wahiawā homesteader Mr. Kellogg had “cleared \$200 from one acre of land in watermelons, tomatoes and small vegetables” and that “he saved \$19 in freight by hauling one load of produce from his place to Honolulu and a return load of lumber in place of having it sent by rail.” According to the article, the island steamship and railroad companies were known to take advantage of “small producers of all the Islands.” In addition to the challenge presented by costly freight rates, the Wahiawā colonists faced deforestation at the hand of ranchers that threatened the watershed in the nearby Ko‘olau mountains. For instance, an article about the Board of Agriculture report on “The Trees of Hawaii—How They are Being Destroyed” The Pacific Commercial Advertiser (1900c:1) mentions said concerns of the Wahiawā settlers as follows:

## 2. Background

Complaints come to this office from the American settlers at Wahiawa, Oahu, of the destruction of forest by cattle and fire in the Koolau mountains, from where they get their water supply. This little experiment station on the Wahiawa land is in a flourishing condition and should have encouragement and some assistance from our Government. . .

. . . The forest land there should be fenced off at once, for the purpose of preserving the living and growing timber and promoting the younger growth of ferns and underbrush. . . Mr. Pulman. . . stated yesterday that he had resided at Wahiawa less than one year and that in that time hundreds of acres of forest in the Koolau mountains had been destroyed by cattlemen setting deliberate fire to the dry grass. It is understood that the Waialua plantation desires to bear part of the expense, as they get their water supply from the same source.

Another article reported how the “Wahiawa Settlement” was “progressing very well” in early 1900 and how “the weather is much cooler and pleasanter than in Honolulu, this being at an elevation of 1,200 feet” (The Pacific Commercial Advertiser 1900b:6). In particular, the article mentioned that despite “the fact that there has been no irrigation” various crops were thriving including the following: cabbages, sugar corn, peanuts, oranges, bananas, tomatoes, cucumbers, summer squash, string beans, green peas, sorghum, and pineapples. Apparently thirty Wahiawā homesteaders had gathered for a joint birthday celebration and thirty-five colonists had gathered to celebrate Easter at the Assembly Hall (Figure 28). A few days after this article was published, members of the “infant settlement of Wahiawa” gathered for the purpose of organizing a Book Club,” since they were “all agreed that civilized man cannot live without book” (The Pacific Commercial Advertiser 1900d:6).



Figure 28. Portrait of Wahiawā colonists (The Pacific Commercial Advertiser 1900b:6).

In addition to the organization of the Book Club, those gathered at Byron O. Clark's residence also discussed their relief over a recent appropriation for a "much-needed bridge across the Gorge," for teams bringing supplies and lumber to the colony were getting stranded every few days when attempting to ford the creeks. The article goes on to state, "This settlement does not lack charming, picturesque location, a tonic-bracing climate, nor fertile, well-watered land; but broad avenues, lined with some of the beautiful trees which flourish here are among the primary essentials, since people cannot travel for business nor pleasure without roads" (The Pacific Commercial Advertiser 1900d:6). Per Nedbalek (1984:24) "within two years [by 1901], four hundred acres had been plowed, crops began to thrive, and thousands of fruit trees blossomed." Furthermore, "eighty persons lived in the colony which now boasted a post office, a store, a book club, a social club, and a one-room school-house for English and Sunday school instruction" (Nedbalek 1984:24). The success of the so-called sociology experiment at Wahiawā was the subject of an article published in *The Hawaiian Star* in 1900 and reproduced as part of Figure 29 below.

<h2 style="text-align: center;">EXPERIMENT IN SOCIOLOGY</h2> <p style="text-align: center;">WHAT COLONY AT WAHIAWA IS DOING.</p> <p style="text-align: center;">Pineapple Culture Will be Gone Into Extensively, and a Cannery is to be Established—Domestic Life.</p> <p>T. F. Sedgwick, who is at the head of the agricultural department of Kamehameha schools, has just returned from a trip to the California Agricultural colony at Wahiawa. He is very much impressed with the experiments there being worked out, and thinks they promise much for the development of the Islands.</p> <p>He is especially impressed with the domestic life there. There are thirteen families in the colony. They have their own public schools, and church and Sunday school arrangements. They have their social life and are working out what Mr. Sedgwick thinks will be of inestimable benefit to the Islands. The colony, he thinks, shows the possibilities of diversified industries here, together with the possibility of creating a sturdy citizenry, essential, or at least important in self government.</p> <p>While the industrial work of the colony is yet largely experimental, progress enough has been made to lead to the establishment of a cannery, and the initiative has already been taken. One of the colonists intends to plant twenty acres in pineapples this year, and others will plant a considerable acreage.</p> <p>Other products in which experiments are being made, are sorghum, pumpkins, melons and tomatoes. Byron O. Clark at the meeting of the Farmers' Institute next Friday evening, will give an address telling in detail the working plans of the colony.</p>	<h2 style="text-align: center;">BIG PRICE FOR WAHIAWA LAND</h2> <h3 style="text-align: center;">J. D. Dole Buys Sixty-One Acres for the Sum of \$4,000.</h3> <p>Sixty-one acres of land in the tract occupied by the California colony at Wahiawa was sold at public auction to J. D. Dole, nephew of Governor Dole, for the round sum of \$4000. The figure at which the land sold is somewhat surprising as the upset price was only \$200 and it was thought that the land would fetch but little over that sum.</p> <p>Land Commissioner J. F. Brown conducted the sale at the Judiciary building at noon and there were a number of bidders who made the sale a lively one. The bidding began with an offer of \$200 and the figure advanced gradually by small bids until it reached \$400. Then the bidders began to see that there was to be a fight for the land and bids began to grow larger. After a battle of some length the land was knocked down to Mr. Dole at \$4000.</p> <p>The tract consists of untitled land and is the last piece of property in the tract occupied by the California colonists which remains untaken. By the terms of the contract with the Government the purchaser is required to live on the land for at least three years.</p> <p>When the California colonists first settled on the land at Wahiawa it was not supposed to be very valuable and they purchased it at low rates. The surprising high price which it brought was the cause of much elation among the settlers.</p>
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Figure 29. Articles related to Wahiawā in *The Hawaiian Star* (1900:7) at left, and *Pacific Commercial Advertiser* (1900a:2) at right.

Originally each man, wife, and child received a twenty-acre plot of land on a first-come, first-serve basis; and the settlers resided in houses on their 5-acre plots within the town site—separate from their remaining acreage, which they farmed elsewhere in the vicinity (Nedbalek 1984). However, the Wahiawā colonists preferred to live on their farmsteads and as a result they placed their town lots on reserve and established the Holloway Trust in 1902 to oversee 145-acres on behalf of the Wahiawa Settlement Association.

In 1900, James D. Dole purchased 61 acres of untilled land at auction within the Wahiawa Tract as described in the newspaper article (The Pacific Commercial Advertiser 1900a) reproduced as part of Figure 29 above; and thus the foundation was laid for the development of the Dole pineapple enterprise discussed above. That same year WAC, the Hawaiian government, and the Wahiawa Settlement Association established the Wahiawa Water Company to provide water rights to the homesteaders for a period of 35 years (Nedbalek 1984). To that end, the water company began developing flumes, ditches, and tunnels to transport water from the north fork of Kaukonahua Stream to the homesteads and cannery and in May of 1902, water flowed in the fields of Wahiawā.

By late 1903, the Wahiawā was the center of Hawaiian pineapple cultivation (Thrum 1903); and later became known as the “Land of a Million Pines” (Nedbalek 1984:33). As previously mentioned, demand for pineapple for export spurred Dole to move his cannery to Iwilei and thus he appealed to Dillingham to extend the O. R. and L. to the pineapple fields in Wahiawā. In 1905, preliminary began on the extension of the railroad, which branched “at Waipahu to follow the Waikakalua gulch, thence out onto the plains to the colony” (Thrum 1905:195). The Wahiawa Branch opened in the middle of 1906 and was an instant success as the pineapple business boom exceeded all expectations—within the first six months of operation, the Wahiawa Branch produced as much traffic as had been estimated for entire first year (Yardley 1981). A later entry in the *Hawaiian Almanac and Annual for 1925* (Thrum 1923:43), cited the O. R. and L. as “the factor par excellence of increasing products, land values and public revenues” and stated that the railroad had “materially aided the development of the Wahiawa colony and its pineapple industry.”

By 1909, Wahiawā boasted a railroad station, a hotel that could accommodate up to fifty guests, a government school, a Japanese language school, retail outlets, and a laundry with the business center concentrated along Cane Street, located to the south of the project area (Nedbalek 1984). Immigrant laborers from Japan, China, and Korea relocated from the sugar plantations and settled in Wahiawā to plant pine (Nedbalek 1984). With the establishment of Schofield Barracks around this same time, the influx of soldiers and their families brought associated income to supplement pineapple profits in Wahiawā. Per Nedbalek (1984:41), Wahiawā in 1913 “had become a busy, cosmopolitan community,” and as discussed above, was recognized as a new and separate district around this time.

After World War I, the population of Wahiawā continued to increase; and in 1925, the Ku Tree reservoir was constructed within Schofield Barracks, to the southeast of Wahiawā Town, to provide water for the community. Beginning in 1926, businesses started to relocate from Cane Street to points further south and west along California Avenue and Kamehameha Highway (Nedbalek 1984).

Per Nedbalek (1984:72), “by 1939, Schofield Barracks had become the largest army post in the United States” and Wahiawā had become “Hawaii’s second largest city” with a population of 32,000. The population increased still more after the attack on Pearl Harbor during World War II and as troops withdrew once the war ended, Wahiawā Town adjusted and the community of Whitmore Village emerged as a result, which is discussed in further detail below.

### *Whitmore Village: The Legacy of John Lawler Whitmore (1903-1953)*

Whitmore Village was named in memory of John Lawler Whitmore (Figure 30), a pineapple pioneer who worked over three decades at HAPCo. Much of the following discussion is drawn from his biography, penned by his daughter Gladys Butler, based on her memories and her father’s correspondence while he resided in Wahiawā (Butler 2001). Born in Southwest Harbor, Maine on September 2, 1879, Whitmore was twenty-two years old and working in his uncle Allen Lawler’s clam cannery in his hometown when James Dole asked Lawler to join him in Wahiawā to partake in his new pineapple venture (Butler 2001:62). Lawler declined and suggested that Dole ask his young nephew instead; by that time, John had already attended business school and had experience running the clam cannery. Whitmore arrived in Honolulu on December 3, 1902. By early January 1903, he was settled in at Wahiawā and in November of 1903, he became director of HAPCo. Butler states that her father became plantation manager while the cannery was still operating at Wahiawā (ca. 1903-1906). Whitmore wrote home regularly and reported on everything from his health and the weather to their progress in the fields, which began with just 27 acres in February of 1903; and swelled to over 15,000 acres by 1922. In a letter dated May 27, 1906 Whitmore tells of using “40 or 50 mules in the field every day making land soft for the mess of plants that are waiting to peep out from under the leaves of the plants that are fruiting” (Butler 2001:82).



Figure 30. Jim Dole (right) and John Whitmore (left) in the Wahiawā pineapple fields (Butler 2001).

In 1910, Whitmore married Edna Thompson and they lived “right next door to the Hawaiian Pineapple Company’s Wahiawa office” on Kilani Avenue, to the west of the project area and Kamehameha Highway; but by 1915, when they welcomed their second child, they were living in Honolulu. As previously mentioned, by this time the cannery was in full swing in Honolulu with a branch of the O. R. and L. connecting it to the plantation. In order for Whitmore to manage the plantation, he had “to travel on horseback or in his first Ford through the muddy gulches and through the fields on roads which hadn’t improved much” thus, “he often went to Wahiawa on the train and rode horseback around the plantation” (Butler 2001:105). Whitmore moved his family back to their Wahiawā house by January of 1918, when baby Gladys was born.

Beginning in late 1922, Whitmore took part in securing the purchase of Lāna‘i to expand HAPCo’s pineapple acreage and he oversaw the development of infrastructure to support the new venture. As a result, Whitmore’s responsibilities increased exponentially, for he was managing not just the Wahiawā acreage but also had to make frequent visits to Lāna‘i. As previously mentioned, Whitmore was the first to recognize the advantages of utilizing mulching paper for weed suppression in pineapple cultivation, which resulted in much higher yields because with the paper in place, new plantings started more quickly and developed faster (Hawkins 2011). By the 1930s, the use of paper mulch for pineapple crops was widespread across the industry, beyond HAPCo (Hawkins 2011:101). John Whitmore passed away in 1933 at the age of 53 at Queen’s hospital after a brief illness. One of his obituaries mentions that he was also a director of the Bishop Trust Company. Upon hearing of his dear friend and business partner’s death, Jim Dole (see Figure 30) wrote the following sentiments in a letter (Letter May 5, 1933 in Butler 2001) to Whitmore’s mother:

... I have always relied on John a great deal for advice and counsel and I don’t think I yet appreciate how much I shall miss the opportunity of always going to him with my problems and troubles. . . no man ever had a better or truer friend than I had in John. And God never made a better man.

No man ever had a better, cleaner record. I am proud that I was his friend and you can well be proud of being his mother. John is going to be tremendously missed by the company and by his friends and relations. . .

## 2. Background

In 1947, a residential development for HAPCo Plantation employees was developed on seventy-seven acres of land located north of Wahiawā Town, which would become Whitmore Village—named after John Lawler Whitmore. Prior to this undertaking, HAPCo employees had been residing in thirteen plantation camps scattered across HAPCo's acreage. These camps had names like Brodie 1 and 2, Pine Spur, Kipapa, Kemoo, Robinson 1 and 2, Halemano, Kaukonahua, Waialua, and 'Ōpae'ula. Only one camp known as Waimea Camp was not included in the consolidation and remained a separate entity. Butler (2001:140) cites an article from *The Honolulu Advertiser* that included the plan for Whitmore Village reproduced as Figure 18 below, which was captioned as follows:

NEW PINEAPPLE PLANTATION VILLAFGE—The model community of Whitmore, to have an ultimate population of 3,000 Hawaiian Pineapple employees, is rising at a site near Wahiawa. It is being built on 388 acres located on both sides of the highway leading to the naval radio station mauka of Kamehameha highway. Fifty three-bedroom houses of a pre-cut type, have been received from the Mainland for erection and two large buildings are being renovated for family use. Contracts for streets, water mains and the electric system have been let.

According to Butler, some of the plantation camp houses were relocated to Whitmore Village while others were new constructions. Some of the houses were transported whole to Whitmore Village (Figure 32) while others were demolished and rebuilt from the salvaged lumber (Nedbalek 1984). The Whitmore Village residences had improvements such as indoor plumbing, hot water, and electricity, as well as lawns and gardens, unlike the housing in the plantation camps. Other improvements to the community included paved roads such as Whitmore Avenue (which defines the northern boundary of the current project area). Butler also reports that in 1953, HAPCo employees were afforded the opportunity to purchase their homes and the lots they lived on.

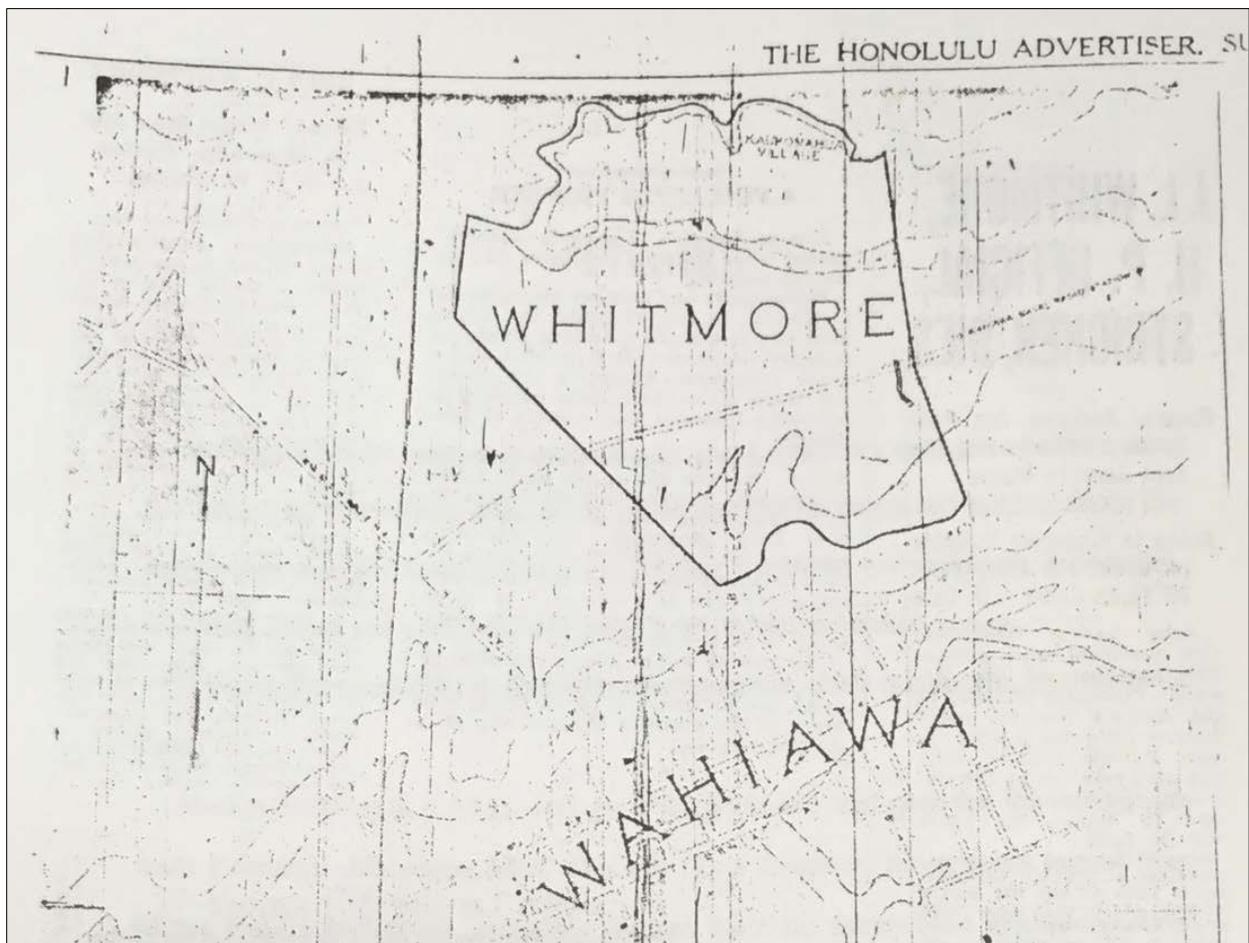


Figure 31. Portion of Honolulu Advertiser article showing plan for Whitmore Village (Butler 2001:143).

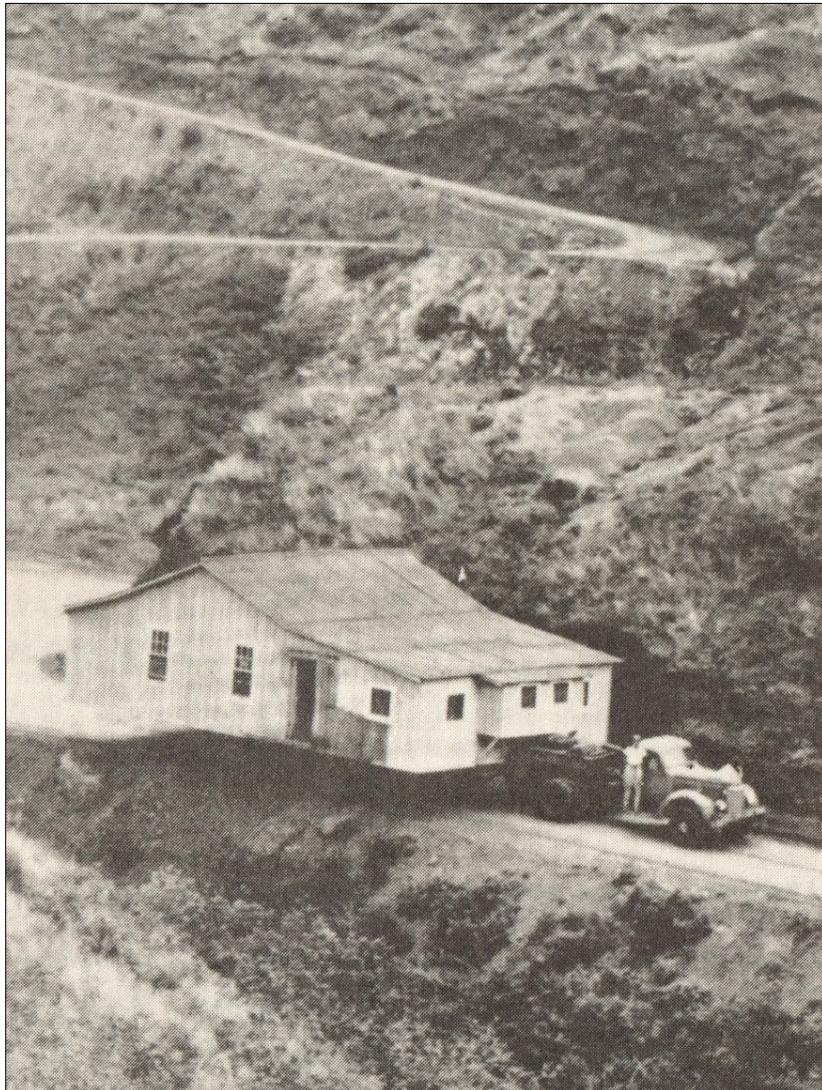


Figure 32. House in transit to Whitmore Village (Nedbalek 1984:84).

### The Project Area Since the Late 1800s

As previously mentioned, the project area comprises portions of various land grants and deeds that emerged after the *Māhele* of 1848. A review of historical maps dating from 1852-1901 shows that the northeast portion of the project area located to the north Kaukonahua Stream falls consistently within Grant 973 (see Figures 20, 21, and 26). However, ownership of the acreage that comprises the western portion of the project area located to the north of Kaukonahua Stream appears to have evolved considerably over time. In the earliest maps, the land appears to be part of Grant 606 (see Figure 20), however, beginning in 1901 the land is depicted on maps as “Board of Education to Galbraith”—as in Figure 26 above and the 1912 Land Court Application (LCAp.) map 262 Map 1 reproduced as Figure 33 below. LCAp 262 Map 1 refers to a deed dated January 31, 1887 in which the Board of Education conveyed land to George Galbraith (see Figure 33). Galbraith was an Irish immigrant who moved to Hawai‘i shortly after visiting the islands on his way to San Francisco in 1850 (Lind 2013) He was a shareholder in WAC and eventually acquired 2,000 acres of ranch land in Wahiawā, which allowed him to purchase three farms back in Ireland as well. Galbraith never married and when he died in 1904, he willed his estate, which had become a pineapple plantation, to nearly fifty friends and relatives, most of whom were in Ireland, and placed the remaining assets in a trust. By 2012, the number of beneficiaries had swelled to over 600 people, and the trustee sold 1,750 acres to the Trust for Public Lands who on behalf of the City and County of Honolulu, the State of Hawai‘i, U.S. Army, and Office of Hawaiian Affairs agreed to classify the undeveloped acreage for agricultural use or conservation in perpetuity (Lind 2013; (Roth 2013).

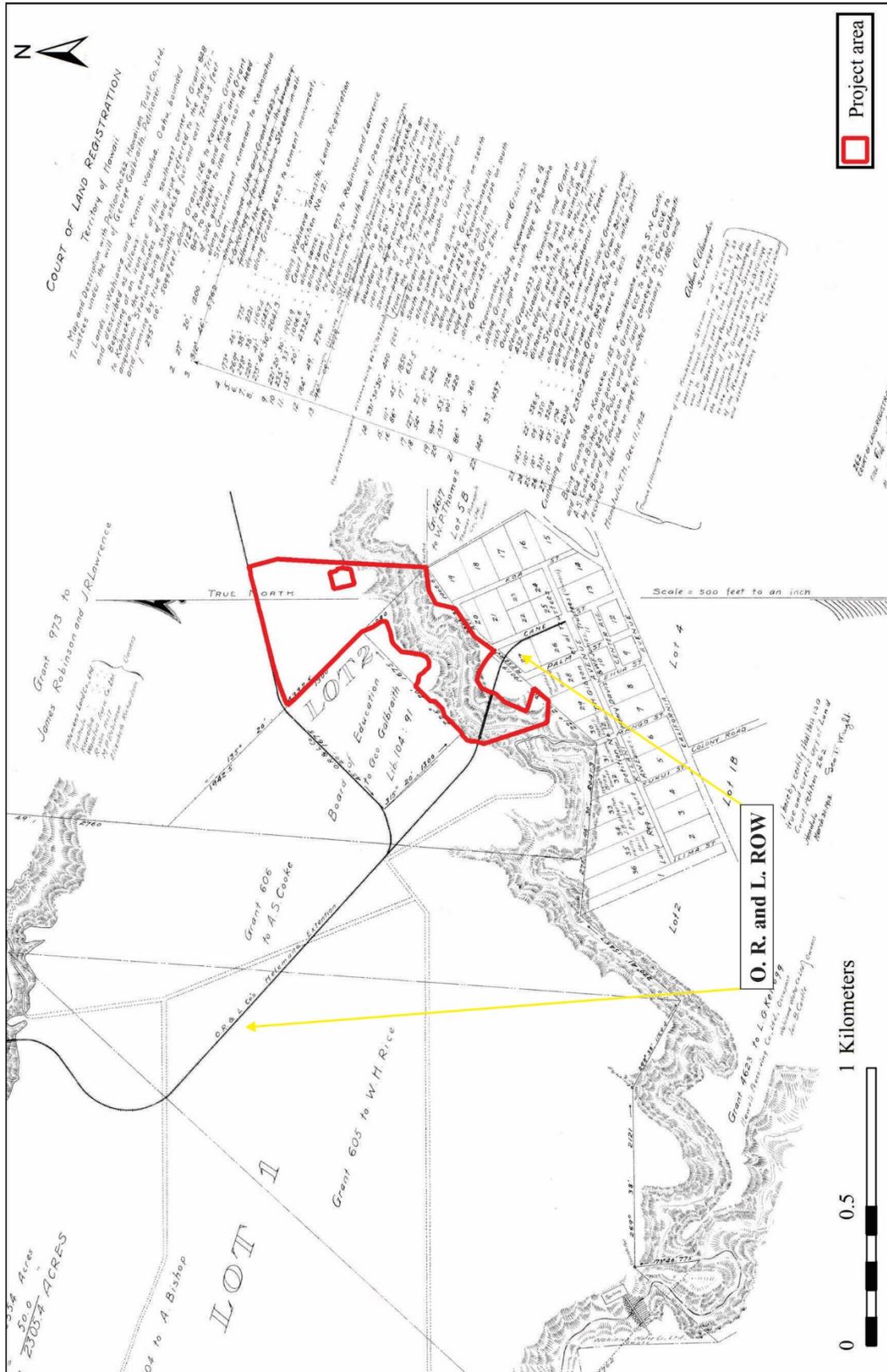


Figure 33. Portion of LCAp 262 Map 1 showing project area within portions of Grant 973 and Board of Education to Geo. Galbraith lands ca. 1912 (after Alexander 1912).

As discussed above, in 1906, the O. R. and L. had reached Wahiawā (see Figure 25) and a railroad station had been established in 1909 to serve the community. The railroad right-of-way (ROW) is depicted on several early maps of the project area vicinity (see Figure 33) including the 1913 United States Geological Survey (USGS) Haleiwa quadrangle topographic map (Figure 34), which clearly shows a railroad trestle of the Oahu Railway and Land Company spanning the north fork of Kaukonahua Stream within the southwestern portion of the project area; a historical photograph (Figure 35) shows the trestle bridge ca. 1920, as well as a single-lane bridge for wagon/vehicular traffic. What seem to be farm plots also appear on the 1913 map between the O. R. and L. ROW and the northeast portion of the project area and extend northward; and the area to the south of the project area is labeled “Wahiawa” and includes a smattering of structures and farm plots (see Figure 34).

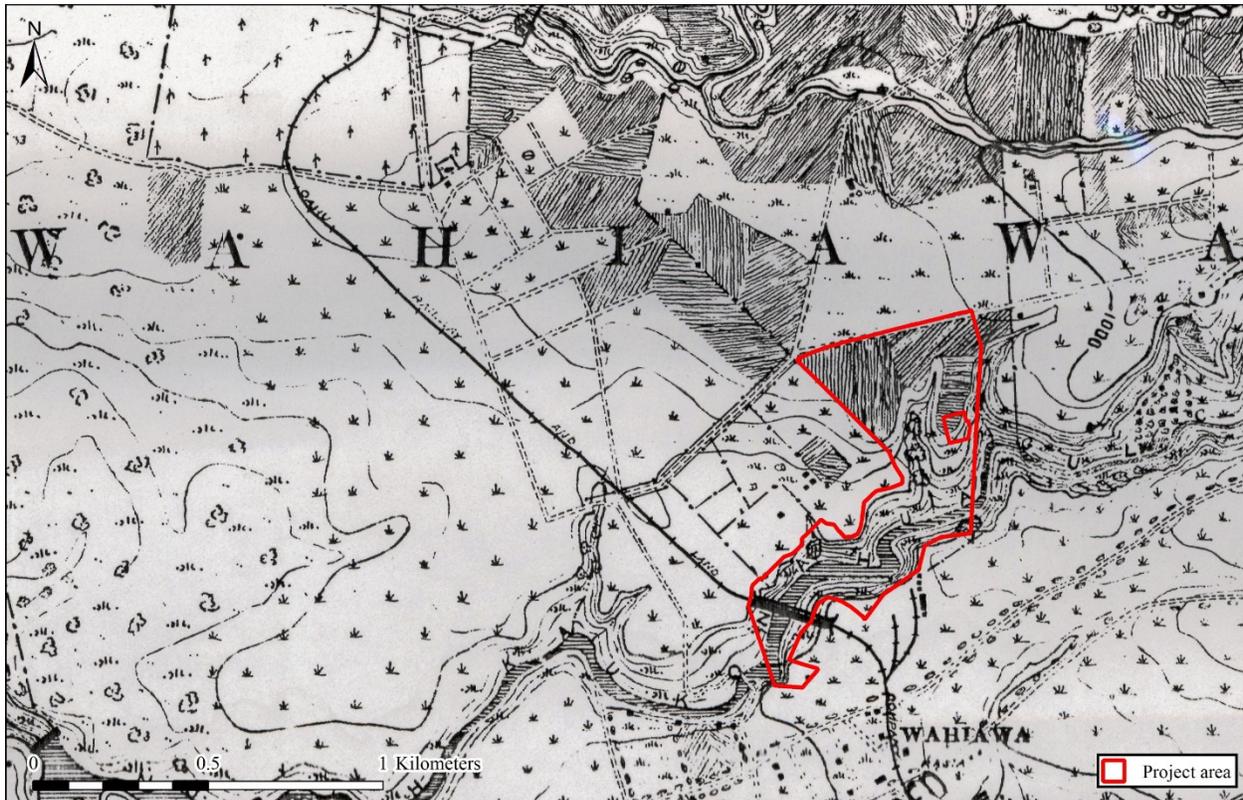


Figure 34. Portion of 1913 U.S. Army topographic map Haleiwa Quadrangle showing the O. R. and L. crossing through the southwestern portion of the project area (after Cos. A. G. and I. Engineers 1913).

In contrast, the 1928 USGS Wahiawa quadrangle topographic map (Figure 36) shows marked development within Wahiawā to the south of the project area, with the experiment station to the west and various pineapple fields to the east and northwest of the project area and no clear evidence of agricultural activity within the project area or between the project area and the railroad ROW. Also depicted on the 1928 map is the Galbraith Spur of the O. R. and L., which extends along the northern boundary of the current project area and appears to coincide with the alignment of present-day Whitmore Avenue. The Galbraith Spur connects with the Helemano extension of the O. R. and L. and continues northwestward to the pineapple fields; associated named camps (Camp 7 and Kaukonahua Camp) also appear to the north and west of the project area. To the west of the project area, Kaukonahua Stream is labeled as Wahiawa Reservoir on this 1928 map; while to the east of the project area, the stream is labeled as North Fork.

A 1944 United States Army Forces Central Pacific Base Command (USAFCPBC) Photomap of the project area vicinity (Figure 37) captures the extent of agricultural lands to the north, east, and west of the project area, as well as the growing development of Wahiawā Town. In this 1944 image, pineapple fields extend from the O. R. and L. ROW into the northeastern portion of the project area within the table land along the gulches. The land comprising the northern bank of the north fork of Kaukonahua Stream appears strikingly unvegetated compared to the southern bank of the stream and how this portion of the project area currently appears (see Figures 3 and 8).

2. Background

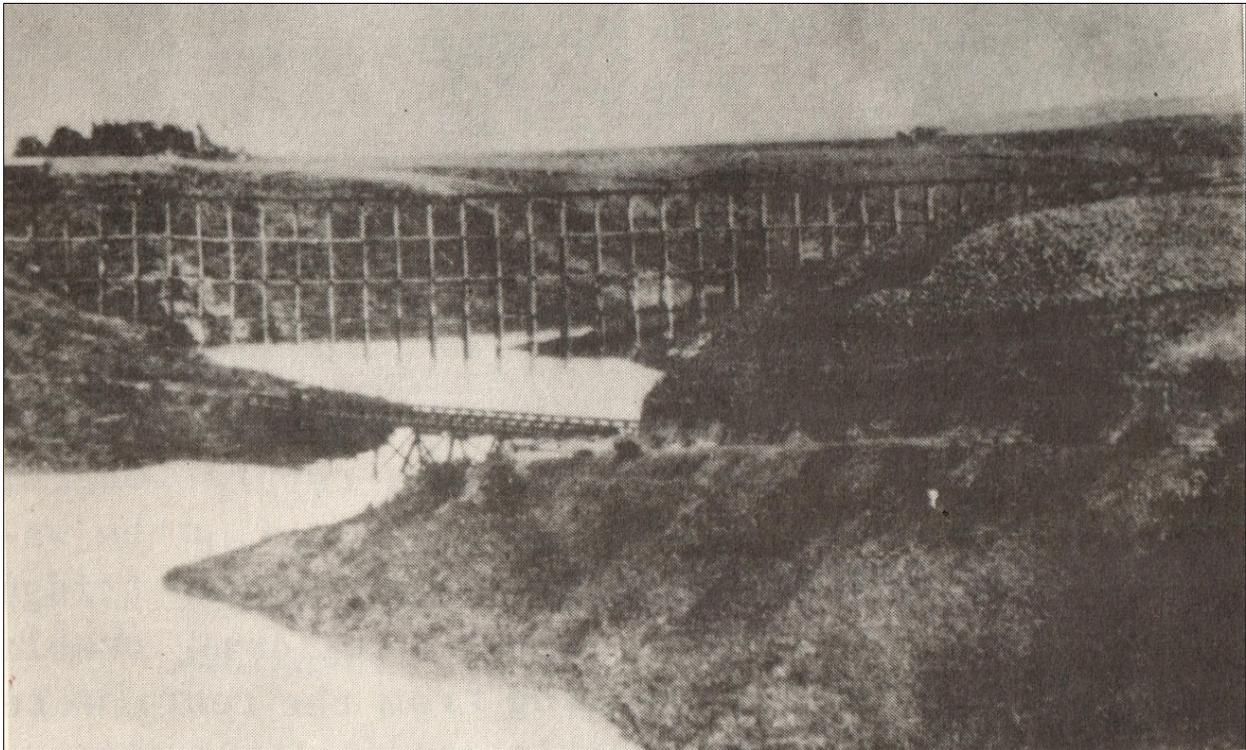


Figure 35. Single lane bridge across north fork of Kaukonahua Stream in foreground with O. R. and L. railroad trestle beyond, ca. 1920 (Nedbalek 1984:46).

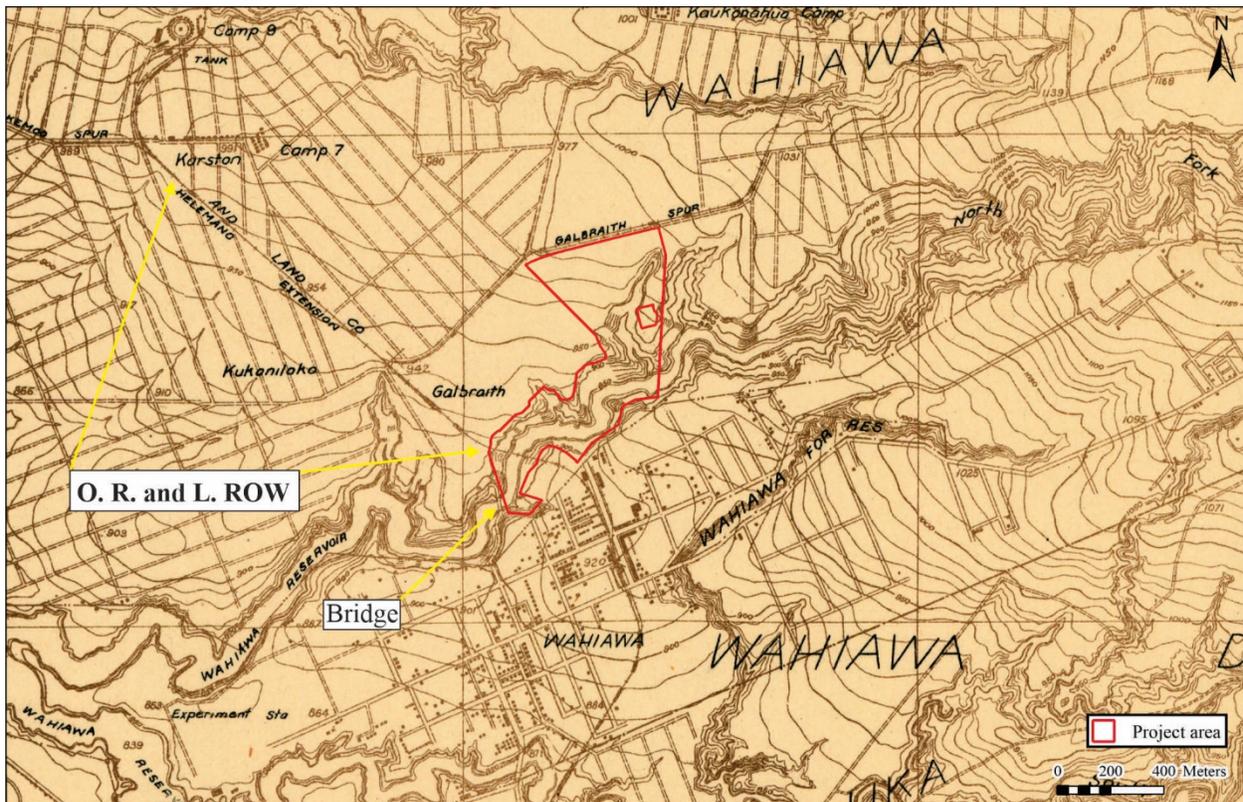


Figure 36. Portion of 1928 USGS Wahiawa Quadrangle topographic map showing the locations of relevant landmarks relative to the project area (after Stevenson 1928).



Figure 37. Portion of 1944 USAFCPBC Photomap showing the project area location relative to the O. R. and L. ROW and Wahiawā Town; note: the absence of Whitmore Village to the northeast of the project area (after 64th Engineer Topographic Battalion 1944).

### The Project Area Vicinity Since the Mid-Twentieth Century

By the 1950s, HAPCo had changed its name to Dole and had merged with Bumble Bee, formerly Columbia River Packers (CRP), into Castle & Cooke, which turned the Hawaiian business into “an important segment of the American food industry, in addition to its interests in shipping, stevedoring, and merchandising” (Taylor et al. 1976:237). The formation of the subsidiary Oceanic Properties soon followed, which managed and developed Castle & Cooke’s 155,000 acres spread across the Hawaiian Islands. On O’ahu, Castle & Cooke had land holdings that consisted of “42,000 acres (almost half in sugar and pineapple), plus property in the business, industrial, and waterfront sections of Honolulu” (Taylor et al. 1976:237). At this time, sales of sliced pineapple and pineapple juice (canned and frozen) reached their peak.

In the 1960s, Hawaiian pineapple growers supplied more than 80 percent of the world’s output of canned pineapple; however, pineapple production had begun to decline by 1966 and many of the fields formerly dedicated to pineapple production were retired (Gomes 2009). Meanwhile, increased activity at Schofield Barracks ushered in at least fifteen new businesses that catered to military personnel; many of these local businesses, including suffered when large numbers of troops were sent to Vietnam in 1965 (Paulicka 1972).

During the 1970s, Dole reduced pineapple production in Wahiawā as the canned produce had become less profitable and a shift to fresh fruit production was underway (Bartholomew et al. 2012). The downshift in pineapple production in the project area vicinity and greater Wahiawā is evident in a comparison of two aerial photographs taken as part of the USGS in 1962 and 1977, reproduced as Figure 38, below. The surrounding acreage excepting residentially developed areas, as well as the northern portion of the project area are clearly planted in pineapple as depicted in the 1962 image. In contrast, the 1977 image shows the pineapple field across Whitmore Avenue from the project area looking fallow, as does the northern portion of the project area with additional buildings present where pineapple formerly appeared (see Figure 38). The northern bank of Kaukonahua Stream remains undeveloped in both images while much development is present along the edges of the southern bank of the stream and that portion of the project area in both images.

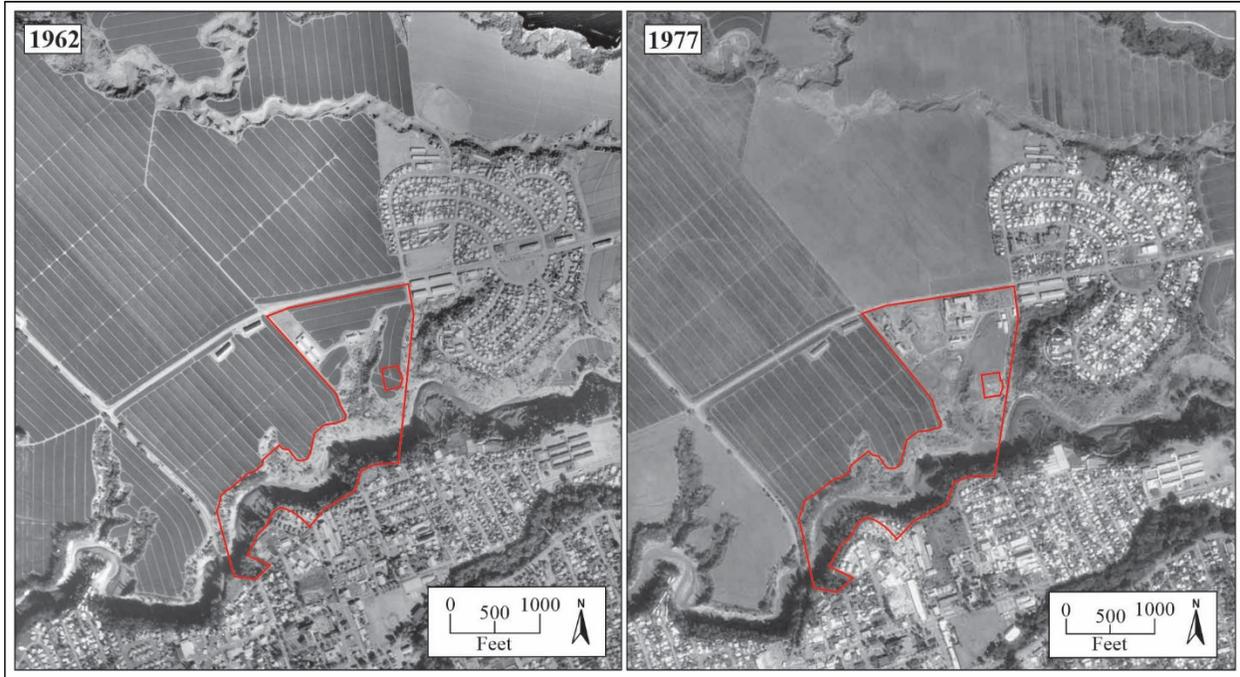


Figure 38. Comparison of 1962 USDA and 1977 USGS aerial photographs showing project area outlined in red; note the presence of Whitmore Village (after USDA 1962; USGS 1977).

Bartholomew et al. (2001:1397) attributes the demise of the pineapple industry in Hawaii to the relocation of production to developing countries with lower labor costs, as well as cheaper land and water combined with the post-World War II tariff reductions by developed countries. As reported in a document titled *History of Agriculture in Hawaii* prepared by the Hawai'i Department of Agriculture (HDAO 1999), in 1983, Del Monte Corp. closed its Hawai'i pineapple canning operations, but by 1984 had opened a new Hawaiian pineapple juice concentrate plant in Kunia (HDOA 1999). In 1992, Dole Packaged Foods Company closed its Lāna'i Plantation and its Iwilei Cannery (HDOA 1999). However, since 1989, a former fruit stand on Kamehameha Highway, to the north of the current project area, has been operating as a tourist destination known as Dole Plantation (Dole and Porteus 1990). Dole continues to grow fresh pineapples in the vicinity of this tourist attraction primarily for the tourist and local O'ahu markets with a small percentage of the harvest shipped to the mainland when shortages occur in Dole's Central American supply (Bartholomew et al. 2012).

By 2007, foreign based canneries out-competed Hawaiian production and all the pineapple grown on O'ahu was grown for the fresh market (Bartholomew et al. 2012). According to the report titled *Development of a Master Plan for the Whitmore Agricultural Project* prepared by the University of Arkansas (UARC 2017), the Dole Food Company was no longer utilizing approximately 280 acres of the Dole plantation. In 2013 and 2014, the Agribusiness Development Corporation (ADC) of Hawai'i purchased the Dole Plantation land, and the remaining 24 acres of land owned by Castle & Cooke as the foundation for the proposed Whitmore Village Agricultural Development Project, or Whitmore Project, which comprises much of the northern portion of the project area. The most recent use of this portion of the project area has been as a maintenance yard and office space for the Dole Company; some of the buildings within the project area are being leased by independent companies; while the remainder of the buildings appear to be unused. Background research indicates that the study area housed buildings and structures of the former Dole Company Operations Facility at Whitmore Village. Most of these structures are utilitarian and served as machine shops, warehouses, storage, greenhouses, and other functions associated with a maintenance yard.

The remainder of the project area, located along the southern bank of Kaukonahua Stream, comprises areas of residential development along Ka'ala Avenue in the west. As the project area extends eastward, between Koa street and Palm Street, commercial and industrial development with small islands of residential buildings take over much of the landscape, except for a patch of undeveloped land to the east of the Chua Link Son Buddhist Temple, which defines the southwestern extreme of the project area at the north end of Lehua Street.

In sum, the project area vicinity was an important region in the Precontact Period, being traditionally associated with royalty and recognized as the sacred birthplace of several important chiefs. However, during the Historic Period a major transformation of the land occurred, which began with the large-scale harvesting of native Sandalwood forests for export; and continued with the development of the O. R. and L. railroad and the commercial cultivation of sugar and pineapple, as well as the development of United States military installations. These activities had a devastating and lasting impact not only on the landscape, but also traditional Hawaiian lifeways. Over recent decades, as the gateway to the North Shore of O‘ahu, Wahiawā has been the focus of redevelopment and urban design planning that incorporate the preservation of the historic character of the town.

## PRIOR ARCHAEOLOGICAL STUDIES

The earliest archaeological study conducted in the vicinity of the current project area is that of Thomas G. Thrum, who created a list of the *heiau* of ancient Hawai‘i in the early 1900s. Thrum (1906a) published his list of *heiau* in a series of entries in the *Hawaiian Almanac and Annual*, beginning with the 1907 edition. Thrum (1906b:49-50) made the following remarks about his investigations in a preliminary paper titled “Tales from the Temples” published in the 1907 annual:

This much is being realized, and expressions of regret have been freely made, that we are at least fifty years too late in entering upon these investigations for a complete knowledge of the matter, for there are no natives now living that have more than hear-say information on the subject, not a little of which proves conflicting if not contradictory . . . While these difficulties may delay the result of our study of the subject, there is nevertheless much material of deep interest attending the search and listing of the temples of these islands that warrants a record thereof for reference and preservation.

Thrum and his associates compiled information on over seventy *heiau* located throughout O‘ahu (Thrum 1906a). One must take into consideration that Thrum listed *heiau* that had already been destroyed prior to his data collection efforts in the early 1900s. Thrum (1906a:47-48) listed the following *heiau*, located in Waialua within ten miles of the project area:

- Onehana.....On slope at rear of Waialua Agr. Co.’s mill: a partly walled and platform *heiau* about 60x100 feet in size; of pookanaka class.
- Kalakiki.....On ridge north of Onehana, of pookanaka class; its walls covered in a tangle of hau and lantana.
- Hekili.....At Palaa-uka [Pa‘ala‘a], near the twin bridge, below the road; of luakini class and place of refuge; long since destroyed.
- Lonoakeahu.....Keehu.—A *heiau* of small size destroyed years ago; site now planted to cane.
- Kapukapuakea.....Palaa-kai [Pa‘ala‘a].—A medium sized *heiau* of traditional Menehune construction of kauila wood, long since destroyed, said to have worked in connection with Lonoakeahu. Luuau its kahuna.

Onehana and Kalakiki were both located along the slopes of Ka‘ala and Thrum (1906b:52, 54) further reports

Not only is the beating of drums and sound of the conch shell and gourd rattles heard in the nights of Kane in its precincts, but its influence extends to the shore and sea at its front, for torch-lights at times suddenly appear and dance about within its range, or vanish at one’s approach. . . A still further superstition is that a house built within the range from the temple to its deity must not have its doorway face the hills, else trouble, sickness and death to the household is sure to follow.

The earliest formal archaeological survey of O‘ahu was conducted by J. Gilbert McAllister on behalf of the Bishop Museum during nine months in 1930. McAllister’s purpose was “to collect information regarding the archaeology of Oahu” (McAllister 1933:3) and he made it clear that his investigation was a beginning rather than a complete account of all the cultural resources on O‘ahu. McAllister (1933:3) also made the following statement regarding the state of cultural resources on Oahu at the time, in the introduction to his resultant publication *Archaeology of Oahu*:

As the archaeological remains are those of the people found in Hawaii by the early voyagers, contact with Hawaiians was an indispensable part of the work. Not only are the sites being destroyed by the changes wrought by European culture, but with the introduction of exotic vegetation many sites have been completely hidden. Such remains would be as good as lost, were it not for the knowledge of them still treasured by old residents (*kamaaina*) of Oahu. With the passing of these old people most of this information will disappear.

## 2. Background

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McAllister describes two sites located approximately 1 kilometer west of the current project area (see Figure 5): the Kūkaniloko birthstones (Site 218) and the associated Hoolonopahu Heiau (Site 219). While Hoolonopahu Heiau (State Inventory of Historic Places [SIHP] Site 50-80-04-219) had been demolished by the time of McAllister's recording, Kūkaniloko was noted as being "the only ancient site on Oahu that is being officially preserved" (McAllister 1933:135). McAllister (1933:135) described the site as "an enclosed area about one-half acre in size, with many large stones, some just visible, others protruding to a height of 3 to 4 feet, scattered about on a well-kept lawn." According to tradition, the site was established in the 12<sup>th</sup> Century and was known to be the birthplace of several important *ali'i* (McAllister 1933). Kūkaniloko (SIHP Site 50-80-04-218) was listed in the National Register of Historic Places in 1973.

During the decades that followed McAllister's initial survey of O'ahu, no archaeological studies of Wahiawā Ahupua'a were produced. With the advent of Cultural Resource Management (CRM) in the 1970s, as a response to newly-established historic preservation laws and increased modern development, archaeologists began recording more discrete sites and performing test excavations throughout the state. For instance, in 1977, the DLNR-Division of State Parks conducted an archaeological survey (Griffin and Yent 1977) for the then-proposed Wahiawā Fresh Water Park, located to the south of the current project area along the south fork of Kaukonahua Stream (Figure 39). Griffin and Yent (1977) reported on the presence of two historic structures in the northwest section of their study area: an abandoned railroad trestle that crossed the stream and an associated 200-meter long by 3-meter wide roadbed; and a complex of four terraces and a rock alignment (that measured between 15 and 20.1 meters long) built into the slope. Griffin and Yent (1977:1) reported that "coral rocks with a matrix of coralline sand were used for building the retaining terrace along the slopes which served as the foundation of the tracks" and "there were no remains of the railroad tracks in the area." Apparently, the tracks were removed in 1949. They also reported that the terrace complex could have been historically built or simply historically modified and suggested that the terraces may have been used for erosion prevention or were prehistoric in origin and modified when the railroad was constructed. No SIHP site designations were assigned to their discoveries and (Griffin and Yent 1977:2) conclude their memorandum by suggesting that "the Hawaiian Railway Society be consulted as to the importance and significance of the existing railroad structures."

Since the late 1980s, multiple archaeological studies have been conducted in Wahiawā and some within the immediate vicinity of the current project area, the locations of which are presented in Figure 39 below. In 1987, James Saifuku submitted to SHPD a map of the location of the Poamoho Heiau (SIHP Site 50-80-04-01605), drawn from his memory of the site as he observed it in the 1940s (Saifuku 1987)(Saifuku 1987). Saifuku's map placed the *heiau* to the east of Kamehameha Highway and northwest of the current project area (see Figure 39). A search of reports filed at the SHPD library produced his hand-drawn, unscaled map of a rectangular *heiau* site surrounded by pineapple fields.

In 1992, Paul H. Rosendahl, Ph.D., Inc. (PHRI) conducted an archaeological inventory survey or AIS (Henry et al. 1992) of Galbraith Trust Lands, which included the southwestern portion of the current project area and extended beyond to the west and northwest to cover 2,000 acres (see Figure 39). As a result of their investigation, PHRI identified a single historic property within Poamoho Gulch—a stacked stone wall (SIHP Site 50-80-04-4571), which they interpreted as an agricultural feature. They also carried out thorough recording of the previously identified Kūkaniloko Birthstones site (SIHP Site 50-80-04-218). Although reportedly within their study area, Poamoho Heiau (SIHP Site 50-80-04-01605) was not relocated during the PHRI study. Henry et al. (1992) reported that the project area had undergone major disturbance, which had destroyed many sites. In addition, twelve culturally sterile shovel test units were excavated within the less disturbed gulch areas.

In 1994, Cultural Surveys Hawai'i (CSH) performed an archaeological survey (Colin and Hammatt 1994) of a proposed well site immediately north of the current project area on the *mauka* side of Whitmore Avenue near the intersection with Saipan Drive (see Figure 39). No historic properties were identified as a result of their study, and no further archaeological work was recommended. That same year, CSH conducted an archaeological survey (Colin and Hammatt 1994b) of another proposed well site at a small property on California Avenue across from Ka'ala Elementary School in Wahiawā Town, located along the north bank of the south fork of Kaukonahua Stream, and to the southwest of the current project area (see Figure 39). As a result of their study, no historic properties were identified and CSH reported that the property had been tilled and graded when under commercial sugar and pineapple cultivation and was thus devoid of archaeological potential.

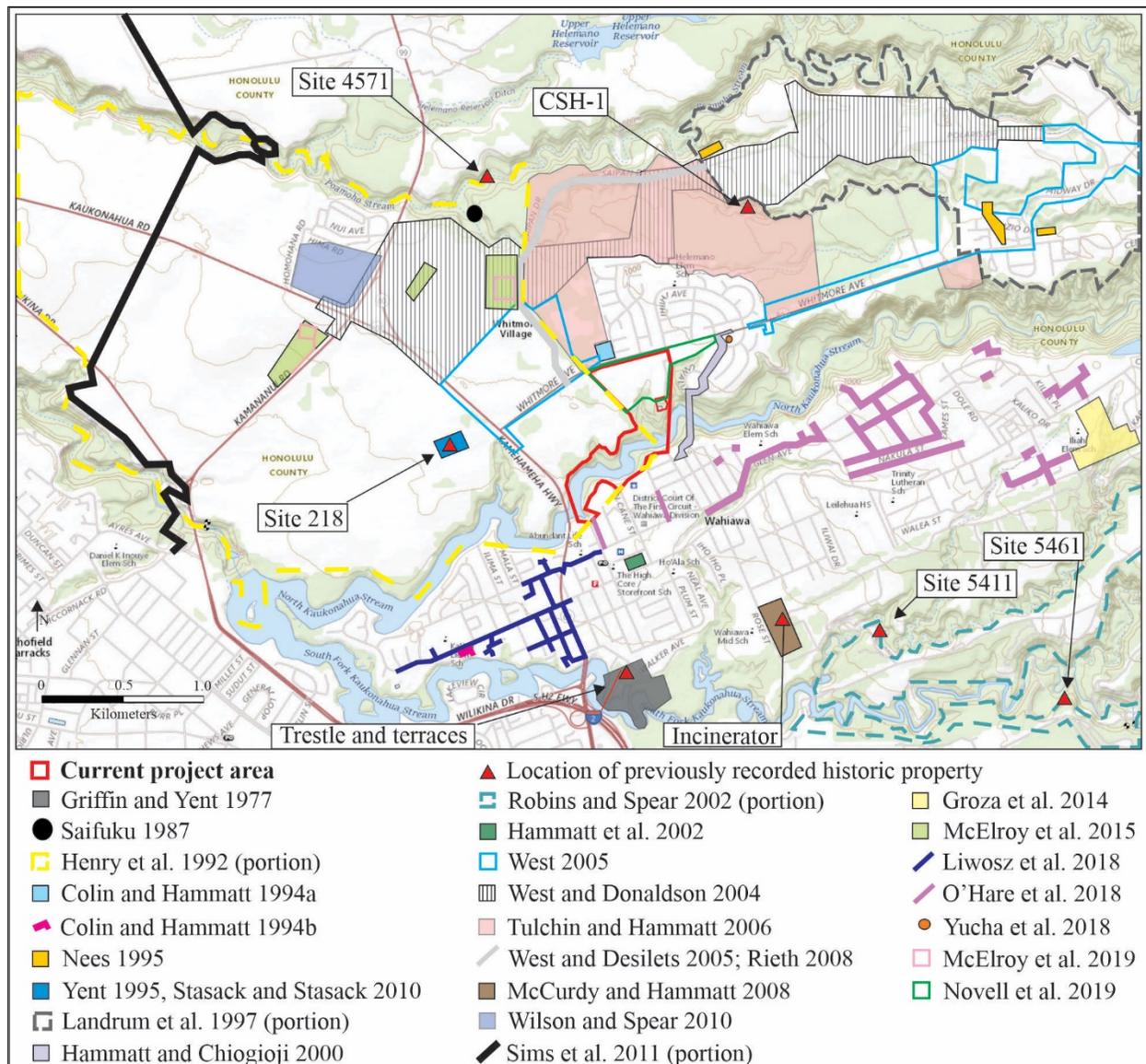


Figure 39. Locations of previous archaeological studies conducted in the project area vicinity.

In 1995, Martha Yent of Hawaii State Parks further documented the Kūkaniloko Birthstones (Yent 1995), following the 1992 acquisition of a 4.5-acre easement immediately surrounding the 0.5-acre historic property (see Figure 39). Yent recorded recent improvements to the site including the installation of a parking lot and didactic signage, grading and vegetation clearing to increase access and visibility from Kamehameha Highway, and the placement of physical barriers to deter vehicular traffic from entering the site. Yent also recorded modern petroglyphs, vandalism to boulders resulting from recent campfires, and subsequent repairs. In 2010, petroglyph specialists Edward and Diane Stasack revisited Kūkaniloko and made detailed maps and illustrations of the petroglyphs on the stones (Stasack and Stasack 2010)(Stasack and Stasack 2010); they also recorded modern graffiti (see Figure 39).

Between 1995 and 2008, a series of studies were conducted for the proposed Hawaii Regional Security Operations Center (HRSOC), Naval Computer and Telecommunications Area Master Station (NCTAMS) project located to the north and northeast of the current project area. In 1995, Ogden Environmental conducted an archaeological reconnaissance survey (Nees 1995) of three small, discontinuous study areas along Whitmore Avenue and Saipan Drive, to the north and east of the current project area (see Figure 39). No historic properties were identified as a result of this first study. In 1997, Ogden Environmental conducted a cultural resources overview survey at NCTAMS (Landrum et al. 1997) and reported no Precontact cultural resources although they did record multiple historic buildings in their project area, which was located to the northeast of the current project area (see Figure 39). In 2004, another archaeological survey (West and Donaldson 2004)

## 2. Background

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of an expanded study area for HRSOC, NCTAMS and an associated access road, located to the north of the current project area extending from Kamehameha Highway to Polaris Drive (see Figure 39). The West and Donaldson (2004) study resulted in negative findings. Archaeological survey of additional locations for the proposed HRSOC NCTAMS resulted in the preparation of two addenda to the West and Donaldson (2004) report (West 2005; West and Desilets 2005), which reported no historic properties within their expanded study areas located to the north of the current project area (see Figure 39). In 2008, International Archaeological Research Institute, Inc. conducted archaeological monitoring (Rieth 2008) for the construction of the access road at HRSOC, which coincides with the West and Desilets (2005) project area (see Figure 39). During the monitoring, heavily-disturbed soils were observed—the result of decades of agricultural tilling and plowing.

In 1996, Scientific Consultant Services (SCS) conducted an AIS (Robins and Spear 2002) within portions of the Schofield Barracks Training Area as part of the preparation of a Cultural Resource Management Plan (Phase I), located to the south/southeast of the current project area (see Figure 39). As a result of their fieldwork and testing they identified 73 historic properties and recommended data recovery for fifty of said properties and preservation for nineteen. Although McAllister's Site 204 was believed to be located within their project area, Robins and Spear (2002) were unable to relocate it. The two sites recorded in closest proximity to the current project area were found near the south fork of Kaukonahua Stream—the first, a pecked boulder SIHP Site 50-80-09-5411 was recommended for data recovery and the second, SIHP Site 50-80-09-5461, comprised a concrete foundation remnant of historic military infrastructure for which no further work was the recommended treatment (see Figure 39).

In 2000, CSH conducted an archaeological assessment (Hammatt and Chiogioji 2000) of a proposed water line between Whitmore Village and Wahiawā Town, which extended across the north fork of Kaukonahua Stream just beyond the eastern portion of the current project area (see Figure 39). No historic properties were identified as a result of their study and Hammatt and Chiogioji (2000:13) reported that the entire proposed water line route, “the two plateaus and Kaukonahua Stream—were completely reshaped by the mid-20<sup>th</sup> century.”

In 2002, CSH conducted a literature review and field inspection (Hammatt et al. 2002) for the then-proposed Wahiawa Community Transit Center, located in Wahiawā Town, between Center Street and California Avenue, to the south of the current project area (see Figure 39). As a result of their field inspection, Hammatt et al. (2002) identified no surface archaeological sites and no prior or ongoing traditional cultural practices within their project area. They also reported on the impacts of ongoing modern development that included the construction of buildings and graded areas.

In 2006, CSH (Tulchin and Hammatt 2006) performed a literature review and field inspection of two separate parcels: a 10-acre portion located to the east of the current project area and a 314-acre portion located immediately north of the current project area (see Figure 39). CSH identified a single historic property within the northeastern portion of the 314-acre survey area—a series of historic railroad trestle foundations (CSH-1) across an unnamed gulch (see Figure 39). Tulchin and Hammatt (2006:32) recommended an inventory-level archaeological study be conducted to further document the railroad trestle, “as well as to identify additional historic properties that may exist within the uncultivated gulch areas.”

In 2008, CSH conducted a field inspection (McCurdy and Hammatt 2008) of an 11-acre parcel for the then proposed Leilehua High School Ball Park within Schofield Barracks, located to the southeast of the current project area (see Figure 39). As a result of their fieldwork, CSH identified a single historic property a likely Historic cemented basalt block incinerator with brick lining (see Figure 39). However, no SIHP site designation was assigned to the incinerator.

In 2010, Scientific Consultant Services conducted an archaeological assessment (Wilson and Spear 2010) of approximately 34 acres of former agricultural lands near the intersection of Kaukonahua and Kamananui roads, located to the northwest of the current project area (see Figure 39). During that study, a field survey and twenty-four mechanically-excavated test trenches did not encounter any historic properties; the presence of disturbed soils (up to 2.45 meters below ground surface) throughout their project area was interpreted as evidence of agricultural tilling.

In 2011, Garcia and Associates conducted archaeological and cultural monitoring (Sims et al. 2011) for Helemano Trail Construction Activities for the Stryker Brigade Combat Team between Schofield Barracks and Helemano Military Reserve in portions of Wai'anāe Uka, Wahiawā, Kamananui, and Pa'ala'a Uka *ahupua'a*, located to the west of the current project area (see Figure 39). Sims et al. (2011) identified and excavated a subsurface charcoal lens, (SIHP Site 50-80-04-7173) near the north edge of the plateau above Kaukonahua Gulch; and obtained two radiocarbon dates: a sample of *'ulei* that dated to a combined range of between 1440 and 1640 cal AD and a sample of *'ulu* dated (1430 and 1630 cal AD) (Sims et al. 2011:50). Thus, the lens was interpreted as a Precontact thermal feature.

In 2013, CSH conducted a field inspection and literature review for the then-proposed Iliahi Elementary School Play Court Project at 2035 California Avenue in Wahiawā Town, located to the southeast of the current project area (see Figure 39). No surface archaeological sites were identified as a result of their fieldwork and Groza et al. (2018:iii) mentioned “the lack of precious archaeological studies during recent development projects” within their study area and “its immediate vicinity” and recommended no further work for the proposed project.

In 2015, Keala Pono Archaeological Consulting conducted an AIS (McElroy et al. 2015) of three separate properties prior to the construction of four reservoirs, located northwest of the current project area (see Figure 39). Their study included a surface survey and subsurface archaeological testing in the form of eight mechanically-excavated trenches. No surface or subsurface historic properties were identified as a result of their investigation. However, McElroy et al (2015:53) did report the discovery of secondarily-deposited glass and ceramic fragments from backdirt piles that were interpreted to be “trash from pineapple or sugarcane field laborers.” Then in 2019, Keala Pono prepared an Archaeological Monitoring Plan or AMP (McElroy et al. 2019) for two of the four reservoir locations (see Figure 39) reported in the McElroy et al. (2015) study.

In 2017, CSH conducted a field inspection and literature review (Liwosz et al. 2018) for water system improvements within portions of the street right-of-way of various streets in Wahiawā Town, located to the southwest of the current project area and mostly west of Kamehameha Highway (see Figure 39). No surface archaeological features were encountered as a result of their field inspection. However, Liwosz et al. (2018) recommended on-site archaeological monitoring of ground disturbing activities along Ka’alalo Place as this residential area was the site of a former cemetery; and on-call monitoring with weekly spot-check for the remainder of the project area.

Later that same year, CSH conducted a field inspection and literature review (O’Hare et al. 2018) for another phase of water system improvements along portions of the right-of-way of various streets in Wahiawā Town, located to the south and southeast of the current project area and to the east of Kamehameha Highway and north of California Avenue (see Figure 39). No significant surface archaeological findings were reported as a result of their field inspection. However, O’Hare et al. (2008:48) described a single potential in-use historic property thusly,

In the majority of the project area, curbing was not observed along the streets. However, cement curbing was observed along the southern portions of Lehua and Koa Streets, near their intersections with Kilani Avenue. The curbing appears to be of an early twentieth century style of construction, reminiscent of the earlier cut basalt style of curbing, in which uniform sections of an aggregate material were joined together with mortar. . . The curbing may be part of the original alignments of the project area streets, which were developed between the 1930s and 1950s based on historical maps; therefore, it is a potential in-use historic property.

Due to the potential for subsurface historic properties and the presence of the potential in-use historic curbing, CSH recommended on-call archaeological monitoring with weekly spot-checks.

In 2018, CSH conducted an archaeological evaluation and drafted an AMP for the State DOD Emergency Siren Modernization Program at 14 locations throughout O’ahu, including one proposed siren location in Whitmore Village, to the east of the current project area along the south side of Whitmore Avenue (see Figure 39). That study (Yucha et al. 2018) included background research, a review of previous archaeological studies and a surface survey of a 100-meter radius area from the proposed siren locations. No historic properties were identified during the study and on-call monitoring was put forth in the AMP for the Whitmore Village location.

In 2018, ASM conducted a HPIS (Novell et al. 2019), which coincides with the northern portion of the current project area, and extended to the west beyond the western edge of the current project area (see Figure 39). No archaeological sites were encountered as a result of the fieldwork and no previously designated local, state, or national historic districts are located within the boundaries of the Novell et al (2019) study area or the portion of the current project area, which coincides with it. ASM identified twenty-seven buildings, twenty of which are at least fifty years old and are thus considered historic. Sixteen of the twenty-seven buildings recorded fall within the current project area (Figure 40) and nine of the buildings are over fifty years old (Table 1). However, none of these or the other eleven buildings built over fifty years ago and recorded by Novell et al. (2019) are currently listed in either the National or Hawai’i Registers of Historic Places, and none are currently recognized by the Historic Hawai’i Foundation as historic properties.

Most of the buildings at the former Dole Company Operations Facility at Whitmore Village are utilitarian and served as machine shops, warehouses, storage, greenhouses, and other functions associated with a maintenance yard. Collectively, the buildings will be assigned a SIHP Site designation; however, at present the buildings are referred to as temporary Site XXXX, for the Historic Properties Inventory Survey is still under review by the DLNR-SHPD Architecture Branch.

2. Background



Figure 40. Locations of buildings recorded as part of temporary Site XXXX during the Novell et al. (2019) HPIS relative to the current project area boundary, outlined in red.

**Table 1. Buildings recorded as part of temporary Site XXXX that fall within the current project area.**

<i>Building Identification</i>	<i>Description</i>	<i>Construction Date</i>
J	Warehouse	1984
K	Greenhouse	1992
L	Greenhouse	1992
M	Greenhouse	1992
N	Warehouse/shops	1964
O	Warehouse/shops/offices	1964
P	Shop	1964
Q	Storeroom	1964
R	Small greenhouse	1972/73
S	Large greenhouse	1972/73
T	Warehouse	1964
U	Warehouse	1964
V	Quonset hut	1949
W	Warehouse	1962/63
X	Quonset hut	1941
Y	Soil fumigant tank storage	1985

As the Novell et al. (2019) study sufficiently documented the site, no further mitigation work was the recommended treatment for temporary Site XXX. Furthermore, because there were no archaeological resources identified as a result of the fieldwork, Novell et al. (2019) concluded that no further archaeological work need be conducted prior to, or during project implementation. As part of the prior study, ASM also considered whether the twenty Historic buildings within temporary Site XXXX could be contributing resources to an as of yet undefined historic district related to the Hawaiian Pineapple Company/Dole Plantation. However, upon further examination, ASM determined that many of the former warehouse buildings are no longer extant, that nearly all worker housing has been extensively altered, and that many structures have been added since the end of the potential historic district's period of significance. Therefore, ASM concluded that the hypothetical historic district would likely not be considered significant because it lacks sufficient integrity to effectively convey its historical character and associations with the Hawaiian Pineapple Company/Dole Plantation's period of significance.

### 3. PROJECT AREA EXPECTATIONS

Based on the results of prior archaeological fieldwork conducted near the current project area and the review of historical maps, aerial images, and archival material presented above, a comprehensive set of expectations for the project area is presented.

Nearly all of the northern portion of the project area (north of Kaukonahua Stream) has undergone extensive land modifications associated with over a century of commercial pineapple agriculture and the former Dole Company Operations Facility. While former and ongoing residential and industrial development dominates much of the project area to the south of Kaukonahua Stream. The widespread land clearing associated with such past and ongoing development activities has had a destructive impact on the Precontact cultural landscape, as evidenced by the limited nature of traditional Hawaiian cultural resources recorded within the immediate project area vicinity. The scant evidence of Precontact or early Historic Period land use recorded near the survey area includes the following site types: a subsurface charcoal lens interpreted as a Precontact thermal feature (Site 7173), a stacked stone wall within Poamoho Gulch interpreted as an agricultural feature (Site 4571), and a pecked boulder (Site 5411) near the south fork of Kaukonahua Stream. Furthermore, Poamoho Heiau (Site 1605), which was last reported as extant in the 1940s was not relocated during a 1992 AIS that included the reported site location (Henry et al. 1992). Thus, the expectations for finding intact Precontact or early Historic Period surface features within the current study area are considered low.

Regarding Historic Period surface cultural resources in the project area vicinity, the following feature types have been previously recorded: railroad trestle foundations (CSH-1) across an unnamed gulch and a railroad trestle with an associated roadbed and a terrace complex with historic concrete modifications along the south fork of Kaukonahua Stream (no known site designation), a basalt block incinerator (no known site designation), and a concrete foundation remnant of military infrastructure (Site 5461).

Many of the authors of prior archaeological studies report that their subject properties had undergone major ground disturbance, which had likely destroyed many sites. Widely destructive cattle ranching gave way to over a century of tilling and grading associated with commercial sugar and pineapple cultivation within and beyond the current project area. By the 1950s, the banks of Kaukonahua Stream and the stream itself had been completely reshaped by human intervention. Such modifications have rendered the archaeological potential of the project area extremely low.

Any archaeological surface features or intact subsurface cultural deposits would only be expected in the small unmodified portions of the study area closest to Kaukonahua Stream. That being said, such areas of higher probability are at the same time limited for preservation of Precontact and/or Historic cultural material due to the fact their proximity to a waterway renders these areas prone to flooding and erosion related to Kaukonahua Stream. The flow of the stream may have resulted in the deposition of massive amounts of alluvial sediment from further upstream; or, conversely, in corrosion of soil and rock—the building blocks of Precontact archaeological features. Thus, it is also unlikely that intact subsurface historic properties are present within the current project area.

## 4. FIELDWORK

Fieldwork for the current study was conducted over two days on February 26, 2020 and March 13, 2020 by Matthew R. Clark, M.A. (Principal Investigator), ‘Iolani Ka’uhane, B.A. (Associate Archaeologist), Samuel Connell, Ph.D. (Associate Archaeologist), and Kimberly Lauko, B.A. (Associate Archaeologist) of ASM affiliates. A total of forty person-hours was expended during the current fieldwork.

### FIELD METHODS

During the archaeological field survey, the entire (100%) ground surface of study area was visually inspected by field technicians walking pedestrian transects spaced at intervals of 10 meters apart. When archaeological features were encountered, their positions were plotted on a map of the current study area using a Trimble GeoX7 handheld GPS unit (set to the NAD 83 Zone 5 North), along with areas of previous disturbance, conspicuous landforms, and vegetation patterns. Identified features located within the current study area were then cleared of vegetation, photographed (both with and without a meter stick for scale), depicted on a scaled drafted plan map, and described using standardized feature record forms. Sites that were located near, but outside the current study area, were cleared of vegetation, photographed (both with and without a meter stick for scale), and described using standardized feature record forms; scaled plan view drawings were not made of features located outside the study area. No subsurface testing was conducted, nor cultural material collected, as part of the current investigation.

### FINDINGS

As a result of the fieldwork for the current study, two previously unrecorded sites were identified (Table 2). And the sixteen previously recorded buildings that comprise temporary Site XXXX, known to exist in the project area, were relocated. The locations of these sites relative to the current project area is presented in Figure 41. The newly identified sites are described below.

**Table 2. Archaeological sites recorded during the current study.**

<i>SIHP Site Number</i>	<i>Type</i>	<i>Function</i>	<i>Temporal Affiliation</i>
50-80-04-8875	Cut-slope pathway	Transportation	Historic
50-80-04-8876	Structure (Trestle Remnants)	Transportation	Historic

In addition to the two newly identified sites and the components of previously recorded temporary Site XXXX, a chemical storage shed (Figure 42), likely associated with the Dole Plantation’s facilities was observed in the northeastern portion of the project area, near the northwest (upslope) end of a small gully. The storage shed is situated within 25 meters of Building U of temporary Site XXXX (see Figure 40). The shed bears a striking resemblance to another shed located within the project area adjacent to Building T (Figure 43) contained numerous agriculture-related materials including planting pots, PVC pipes, and filled refuse bags. Planting pots and piles of modern rubbish were also observed near the shed, which suggests the gully is utilized as an illegal dumping spot. Also, a single modified boulder that bears an incised arrow on one of its surfaces (Figure 44), was observed in the northeastern portion of the study area, near the bottom of the small gully that extends behind the chemical storage shed discussed above. An arrow appears on the southwestern face of the moss-covered, medium-sized waterworn boulder about 30 centimeters above where the boulder meets the ground surface and appears to have been intentionally incised with a metal tool. As it was found resting near the bottom of a gully, its current location does not likely coincide with its original location. And as such, its function remains unclear for whatever the arrow may have been used to indicate originally is lacking in its current context. Likewise, its temporal affiliation is unclear, and the modification may be of modern origin.

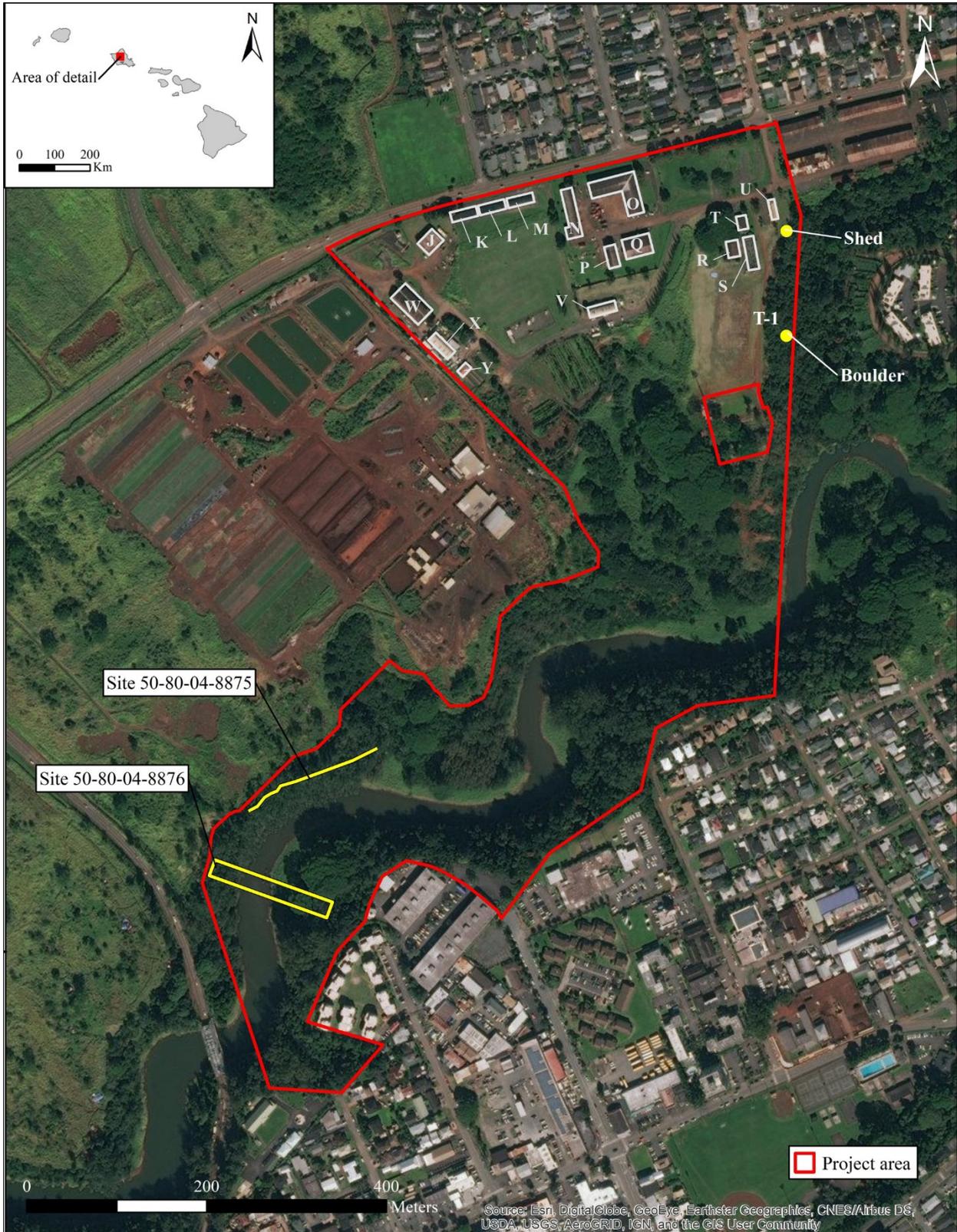


Figure 41. Site location map.



Figure 42. North and west facades of a modern prefabricated chemical storage shed that may have been associated with the Dole Plantation facilities.



Figure 43. Building T with temporary metal shed in foreground, view to the south.



Figure 44. Boulder with incised arrow, view to the northeast.

### SIHP Site 50-80-04-8875

Site 50-80-04-8875 is a 160-meter long cut-slope pathway situated in the western portion of the project area between roughly 20 and 45 meters north of a curved section of the north fork of Kaukonahua Stream (see Figure 41). The roughly 2 meter-wide pathway (Figures 45 and 46) is cut into the slope on the north bank of the stream. It is oriented roughly east-west and is covered in thick vegetation for most of its length. Site 50-80-04-8875 has a change in elevation of around 30 feet—from 850 feet above mean sea level at its eastern terminus to 880 feet above mean sea level at the western terminus. Despite a lack of formal construction features (i.e. kerbing or associated retaining walls), the ground surface comprising Site 50-80-04-8875 is flat as a result of intentional modification to the steep slope between the stream edge and the upper agricultural lands. The slope along the northern edge of the pathway has been cut, and the spoils used to create the flat surface. The western end of the pathway has eroded away and is no longer present. Near the eastern terminus of 50-80-04-8875, the path narrows for a distance of approximately 10 meters before disappearing in the bottomland along the stream.

Site 50-80-04-8875 appears designed to provide access from the top of the bank to the streambed below, providing an alternative in this area to having to navigate the steep unmodified slope elsewhere along the stream. The area at the base (east) of 50-80-04-8875 is at the outlet of a wide drainage that empties into Kaukonahua Stream. Unlike much of the surrounding streambank this area is mostly level and lacks mature vegetation. The opposite bank of the stream is similarly clear and level (although no cut-slope pathway is present), and thus it is possible that the eastern end of Site 50-80-04-8875 served as a former stream crossing and landing for the Wahiawā settlers to ford the north fork of Kaukonahua Stream in order to access the farmlands on the plateau beyond. Furthermore, the eastern terminus of Site 50-80-04-8875 lies slightly to the west of the northern terminus of North Cane Road, if one were to draw a line extending across the stream. The width of the majority of Site 50-80-04-8875 would have allowed for access between the stream and the table lands above for pedestrians, horses and mules, and perhaps a small cart, although the grade of the pathway is fairly steep. Given its width, Site 50-80-04-8875 is likely a Historic Period construction, although its route could have approximated an earlier established trail. The reduction in width of Site 50-80-04-8875 at its east end, as it approaches the streambed, may be a result of erosion from weather events including landslides, and rising stream levels over time, rather than part of the original design.



Figure 45. Surface of Site 50-80-04-8875 pathway, view to the northeast.



Figure 46. Surface of Site 50-80-04-8875 pathway, view to the west.

### SIHP Site 50-80-04-8876

Site 50-80-04-8876 is a series of concrete foundations that were part of the support system for the O. R. and L. train trestle where it formerly spanned the north fork of Kaukonahua stream within the western portion of the project area (see Figure 41). Where Site 50-80-04-8876 is located, the stream makes a wide curve that cuts into the streambank on its north side and abuts a steep gradient; while in contrast, on its south bank, the stream creates an open flat marshy area that is covered in thick molasses grass (Figures 47 and 48).

#### *Streambed section*

Jutting up out of the streambed is a set of concrete foundations arranged parallel to one another with a broader central foundation flanked on the east and west sides by matching narrower foundations (Figure 49). The narrower east and west foundations (Figure 50) measure approximately 5 feet (1.5 meters) across and are tapered—widening as they extend downward from the tops to their bases (see Figure 47), which are currently below the water’s surface. The central foundations within the streambed are similarly tapered; however, they have a different shape (see Figure 49). Rather than a continuous width, the central foundations are comprised of a roughly 10-foot (3-meter) wide rectangular shape over a broader rectangular base that measures approximately 12 feet (3.7 meters) across (Figure 51). Despite their size and shape differences, all of the foundations within the streambed are placed at regular intervals (approximately 12 feet [3.7 meters] apart) and are consistent in their construction and materials. The east, central, and west foundations within the streambed are made of concrete with an exposed aggregate finish (see Figures 50 and 51). A review of recently captured satellite imagery indicates at least 4 intact rows of the central east and west foundations extant within the south side of the streambed although only three rows were visible at the time of the survey; while the satellite imagery corroborates the presence of two rows of foundations within the northern portion of the streambed as observed during the current fieldwork.



Figure 47. Site 50-80-04-8876 foundations within the southern portion of the streambed, view to the northeast.



Figure 48. Site 50-80-04-8876 west, central, and east foundations (left to right) within the streambed, view to the northeast.



Figure 49. Site 50-80-04-8876 east, central, and west foundations (left to right) within the streambed, view to the west-southwest.



Figure 50. Site 50-80-04-8876 detail view of material and construction of western foundations within the streambed, view to the northwest.



Figure 51. Site 50-80-04-8876 detail view of material and construction of central foundations within the streambed, view to the northwest.

*North bank section*

Leaving the streambed and extending northwest along the steeply sloped north bank of the stream, the concrete foundations maintain the same orientation as the streambed foundations. However, rather than a series of three separate foundations, the concrete foundations located along the north bank of the stream occur in isolation and are considerably longer—they measure approximately 15 feet (4.6 meters); and their construction and material also differ. These longer foundations are also slightly tapered to a maximum width of 1-foot (30.8 centimeters) at their base. Unlike the streambed foundations, the north bank foundations are made of smooth-sided concrete (Figures 52 and 53) and bear visible seam marks that indicate they were made using concrete poured in place into a wooden form. Some of these foundations are set in the slope and partially buried at both ends (see Figure 52). Additionally, the foundations on the north bank of the stream are often found in association with dry-stacked retaining walls (Figure 54). Said retaining walls are located in alignment with and downslope of the corresponding concrete foundations that they are supporting. In some instances, the concrete foundation rests immediately above the retaining wall; in other instances, a small section of level ground is present between the retaining wall and the concrete foundation; in one instance a series of two smaller retaining walls was observed downslope of a single concrete foundation (Figure 55). It is unclear if this variety in the relationship between the retaining walls and the concrete foundations was part of the design or if it simply appears random as a result of erosion and prior disturbance to the site, which has left only remnants of the original supportive system. The retaining walls were made using subangular basalt cobbles and small boulders that appear to have been quarried for that purpose (Figure 56) no mortar, concrete, coral, or other materials were observed in the construction of these retaining walls.



Figure 52. Site 50-80-04-8876 long concrete foundation along north bank of stream, view to the west.



Figure 53. Site 50-80-04-8876 uppermost long concrete foundation along north bank of stream, view to the southwest.



Figure 54. Site 50-80-04-8876 retaining wall along the north bank of the stream near the stream, view to the northwest.



Figure 55. Site 50-80-04-8876 two retaining walls with concrete foundation beyond (white arrow) along the north bank of the stream, view to the southwest.



Figure 56. Site 50-80-04-8876 detail of material and dry stack construction of retaining walls along the north bank of the stream.

### *South bank section*

Extending southeast from the streambed foundation, along the less sloped south bank, it appears that the foundations maintain a similar orientation and arrangement to those in the streambed, albeit of different dimensions and material. The concrete foundations along the south bank (Figure 57) are of two standard sizes and measure either 5-feet (1.5 meters) for the eastern and western foundations or 10-feet (3 meters) long for the central foundations. Like the foundations on the north bank of the stream, the foundations on the south bank are also constructed of smooth-finish concrete. However, unlike the foundations on the north bank of the stream, no associated retaining walls were observed along the south bank of the stream. Within the uppermost portion of the south bank of the stream (in a wooded area roughly between the end of Palm Street and Lehua Street), at least eleven of the concrete foundations were found clustered together and out of context in an arrangement that appears to have been the result of mechanical ground disturbance (likely a bulldozer push pile).



Figure 57. Site 50-80-04-8876 western foundation on slope on south bank of stream, view to the east.

## **DISCUSSION**

As previously mentioned, the current study was conducted to determine if there were any historic properties within the proposed Wahiawa Pedestrian Bridge project area (see Figure 1). As a result of the fieldwork carried out for the current study, and prior fieldwork conducted for a separate proposed development project, two Historic Period sites: a pathway (Site 50-80-04-8875) and remnants of a train trestle (Site 50-80-04-8876) were identified within the western portion of the project area; and sixteen buildings that are part of a larger site (temporary Site XXXX) were identified within the northeastern portion of the project area (see Figure 41).

The proposed Wahiawa Pedestrian Bridge project includes three alternatives regarding where the pedestrian bridge will span the north fork of Kaukonahua Stream to connect Whitmore Village with Wahiawā Town and ultimately facilitate access to the transportation center beyond. The three possible alternatives are referred to as alignments and borrow the names of the streets in Wahiawā Town where they would potentially be located (see Figure 17). The westernmost alignment would connect with the northern terminus of Palm Street (Palm alignment); the central alternative would connect with the northern terminus of North Cane Street (Cane alignment), and the easternmost alternative with the northern terminus of Koa Street (Koa alignment).

#### 4. Fieldwork

All three of the possible alignments begin at the same point at Whitmore Avenue in the northwest corner of TMK parcel (1) 7-1-002:009 and extend in a southeasterly direction along the inside of the western parcel boundary (Figure 48). Shortly after the three alignments cross into the northeast extreme of TMK parcel (1) 7-1-001:013, the Koa alignment diverges and takes a more southerly course to cross the stream. However, the Cane and Palm alignments continue west-southwestward along the inside of the northern boundary of parcel 013; about midway across the parcel, the Cane alignment diverges and continues southward to cross the stream. The Palm alignment proceeds westward a short distance before it extends southwestward to cross the stream and makes a sharp turn near the southwest corner of parcel 013 to find the northern terminus of Palm Street.

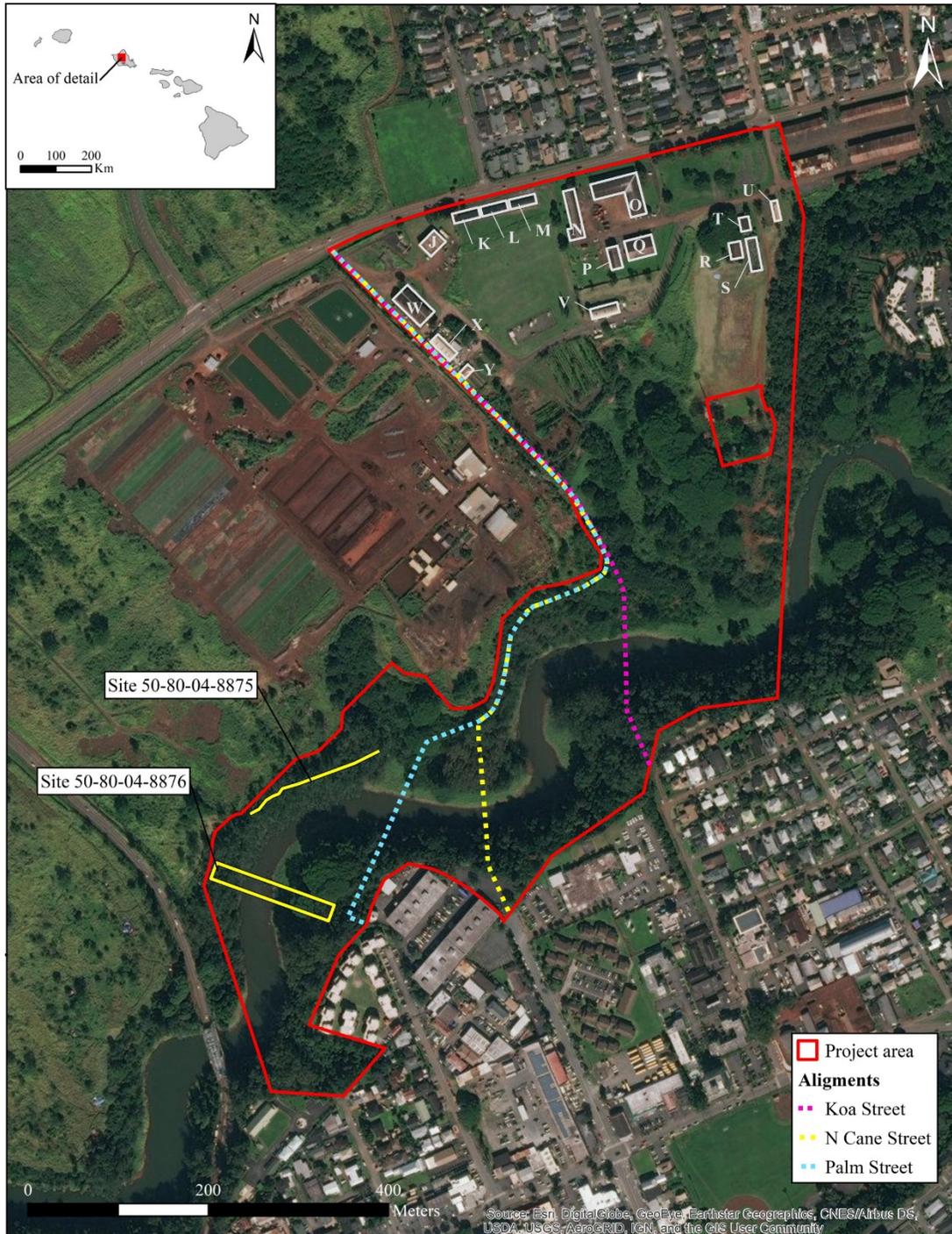


Figure 58. Site locations relative to the proposed alignments.

As all three potential alignments follow the same route at their northern extreme, regardless of which alternative is selected, it will pass near three of the buildings included as part of temporary Site XXXX, namely Buildings W, X, and Y (see Figure 48). Constructed in 1963, Building W is a single-story steel-framed warehouse in poor condition (Figure 59). Castle & Cooke records describe it as Trash Man-Heavy Equipment Repair, and Dole records refer to it as a 12,600-square foot warehouse (John Child & Company 2013). It appears to be the building described in Real Property Appraisal Cards 0973 and 0974 as measuring 72 x 142 feet and 26 feet in height. The main part of the building is rectangular in plan and has a moderately pitched gabled roof covered in ribbed metal with panels of translucent corrugated fiberglass. A wing and an open area on the northeast façade have a shed roof that connects to the larger gabled roof. The exterior walls are constructed of ribbed metal. Fenestration consists of two large ribbed-metal barn-type doors at the south corner, one on the southwest façade and a second on the southeast façade. At the northwest façade is a double set of hinged ribbed-metal doors that appear to have been converted from a barn-type sliding door. The shed-roofed wing has several small windows on the southeast and northeast façades and a single flat door opening on to the open shed area.

Constructed ca. 1941, Building X is a typical Quonset hut with a semi-circular roof formed by corrugated metal bent over a curved frame and two flat façades at the northwest and southeast ends (Figure 60). Castle & Cooke records describe it as 4,000-square foot Nursery Equipment Storage (John Child & Company 2013). Building X has a central hinged corrugated metal double door at each end. The condition of the materials comprising Building X is poor.

Constructed in 1985, Building Y is a wood-frame shelter for soil fumigant tanks with a moderately sloped gable roof (Figure 61). The roof is covered in corrugated metal and has wide wood fascia. The roof sits on a poured-concrete partial wall. Two poured-concrete elements occupy the space within the structure. The concrete elements are blocks with curved centers, apparently to hold large tanks.



Figure 59. Building W, view to the southwest.



Figure 60. Building X, view to the west.



Figure 61. Building Y, view to the north.

Although Buildings W and X are over fifty years old, both were previously evaluated and found to be lacking in all or most of the following aspects of historical integrity: design, setting, materials, and workmanship (Novell et al. 2019). Furthermore, neither of these buildings was recommended individually significant under any criteria beyond their part within the greater whole of temporary Site XXXX and its association with the history and development of the pineapple industry in Hawai‘i, and the Dole Company (HAPCo) in particular, under the broader themes of Agriculture and Economy in Hawai‘i. As previously mentioned, collectively, temporary Site XXXX is considered significant under Criterion d and as the prior study sufficiently documented the site, no further mitigation work is recommended. The same treatment recommendation also applies to Building Y; however, the evaluations of historical integrity and significance are not applicable for the structure was constructed in 1985 and does not meet the fifty-year threshold for consideration.

Both Sites 50-80-04-8875 and -8876 are interpreted as having their origin in the Historic Period. As presented in the background chapter above, based on a review of historical archival documentation including periodicals and early maps, it is understood that the north fork of Kaukonahua Stream within the project area was not equipped with a bridge prior to 1900. Prior to the construction of a bridge, the early settlers had to ford the stream with their livestock and farming equipment at designated stream crossings.

Based on the research conducted for the current study, it is also known that the O. R. and L. Wahiawa Branch was not constructed until 1906 to connect the pineapple field with the canneries and harbor in Honolulu for export. As Schofield Barracks continued to expand between World War I and World War II, the O. R. and L. or Pineapple Express transported thousands of soldiers and their families across the island. The O. R. and L. continued to flourish through the end of World War II and provided transport for millions of passengers and freight during the war proving itself indispensable to the U.S. Army and Navy. However, after the war as infrastructure improvements to O‘ahu roadways were implemented and a shift to automobiles, trucks, and buses for the transport of people and goods was underway, the O. R. and L. could not compete. The year 1947 marked the close of the main line while limited operations between the docks and pineapple canneries continued before complete abandonment of the railway in 1949. Figure 62 illustrates the correspondence between the location of Site 50-80-04-8876 and the former O. R. and L. railroad trestle as it appeared in 1928.

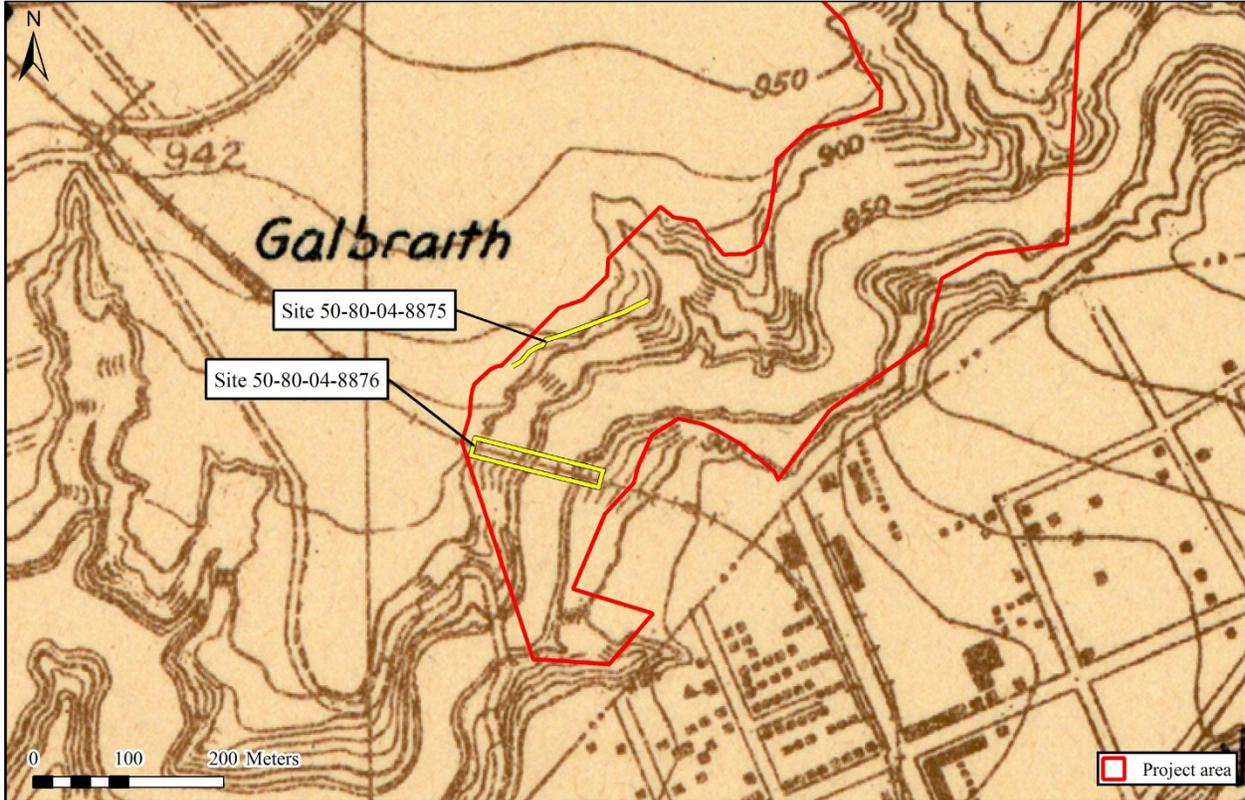


Figure 62. Detail of 1928 USGS Wahiawa Quadrangle topographic map showing site locations relative to O. R. and L. ROW (after Stevenson 1928).

Tyrell (1911:365) defined trestles as “those structures which support a deck on numerous bents, either separate or braced together in pairs” and went on to say that such structures were primarily “an American type” seldom engineered abroad. Half a decade later, another engineer, J. A. L. Waddell (1916:534) elaborated that a trestle, “consists of a succession of towers of steel, timber, or reinforced concrete supporting short spans.” Upon further review, trestle design varied widely depending on the length of the span and the terrain and evolved over time as the railroad itself evolved from steam to electric. In the United States, shortly after the first railroads were developed, around 1830, many massive timber trestles were constructed to span valleys, gulches, and waterways. Timber trestles were often constructed as temporary structures and then periodically rebuilt (Tyrell 1911). In some cases tall wooden piles were driven into the earth and in others the timber was supported by masonry foundation to support the wooden bed for the railroad track (Foster 1904). Over time the use of timber became less cost effective, particularly due to the material often having to be replaced as a result of fire or other degradation. Thus, per Tyrell (1911:380) the “modern type of railroad trestle” came into being around 1875, which used steel and iron rather than wood and was engineered with less supports for longer spans. Both wood and steel trestle design sometimes included the use of concrete or masonry pedestals or bases upon which to place the supports. Regardless of their material and construction, trestles varied greatly in design—primarily the arrangement of the supports (piers and bents), types of bracing (diagonal, etc.), and intervals between each support (Figure 63).

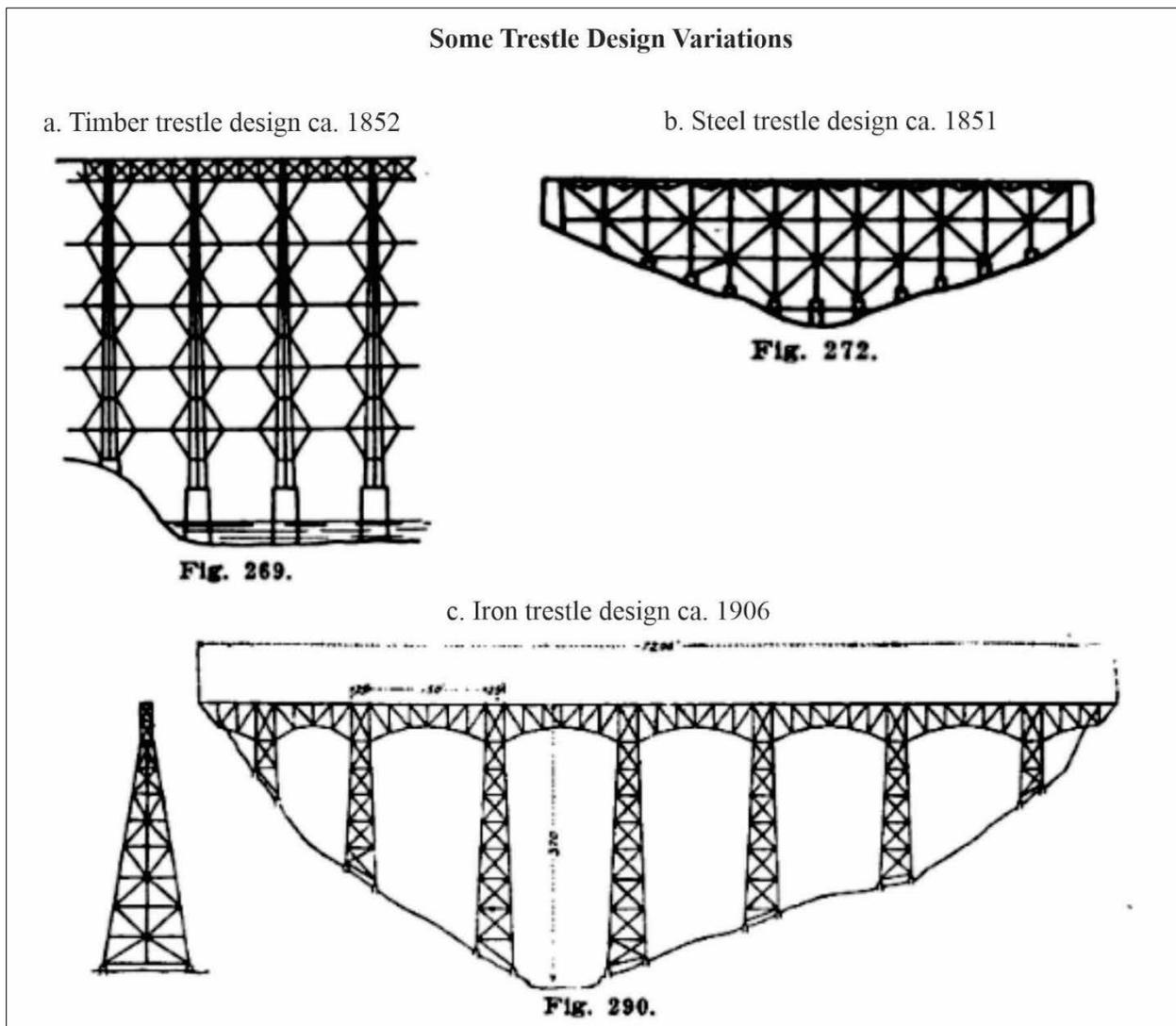


Figure 63. Examples of trestle designs (after Tyrell 1911).

The photograph of the trestle over the north fork of Kaukonahua Stream reproduced in its entirety as Figure 35 above and cropped as Figure 64 below likely coincides with 50-80-04-8876 based on its relationship to an early single lane bridge found on other historical maps and the overall terrain. As such, the design appears far simpler than many timber and steel trestles of that era; although some design elements may not be visible as result of the angle the photograph was taken from. Based on the remnants of the trestle that were observable during the current fieldwork it is unclear what materials were used to construct the supports. However, the lack of steel remnants within the boundaries of Site 50-80-04-8876 and no obvious attachment points on the concrete foundations, or other indicators thereof, suggests the O. R. and L. trestle was constructed primarily of wood, which has simply degraded with the over the seven decades since the railroad was abandoned. However, it is possible that the trestle was constructed of steel and that when it was decommissioned and the tracks were removed, the steel could have been collected and repurposed elsewhere.

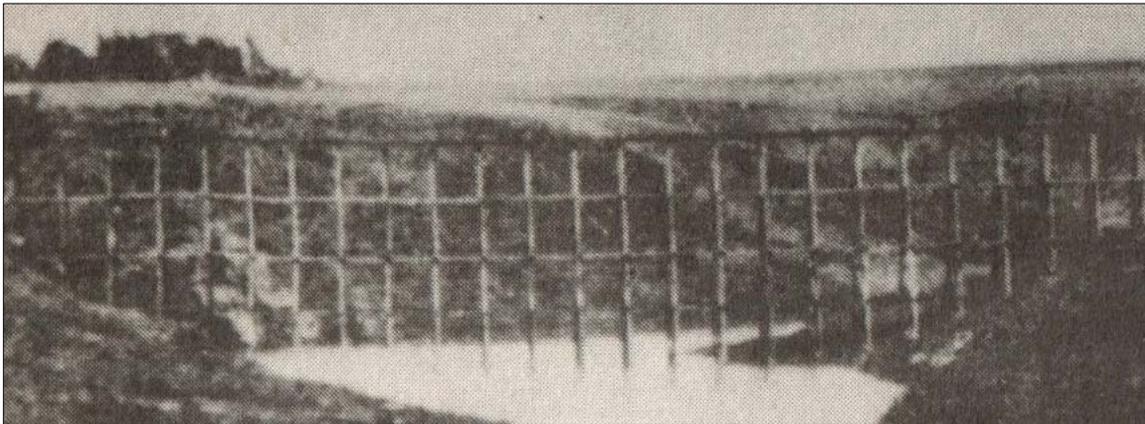


Figure 64. O. R. and L. trestle over north fork of Kaukonahua Stream, ca. 1920 (Nedbalek 1984:46).

Both the Koa and Cane alignments do not approach Sites 50-80-04-8875 or -8876. As the westernmost of the three alternatives, the proposed Palm alignment also avoids 50-80-04-8875; and only approaches near the southern terminus of Site 50-80-04-8876. The Wahiawā Town side of the Palm alignment passes about 16 meters to the southeast of the portion of Site 50-80-04-8876, which has already withstood significant disturbance—where the cluster of concrete foundations was recorded, seemingly the result of heavy machinery activity (possible bulldozer push pile).

## 5. SIGNIFICANCE EVALUATIONS, TREATMENT RECOMMENDATIONS, AND STATEMENT OF POTENTIAL EFFECTS

The recorded archaeological sites are assessed for their significance based on criteria established and promoted by the DLNR-SHPD and contained in the Hawai‘i Administrative Rules 13§13-275-6. For a resource to be considered significant it must possess integrity of location, design, setting, materials, workmanship, feeling, and association and meet one or more of the following criteria:

- a Be associated with events that have made an important contribution to the broad patterns of our history;
- b Be associated with the lives of persons important in our past;
- c Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value;
- d Have yielded, or is likely to yield, information important for research on prehistory or history;
- e Have an important traditional cultural value to the native Hawaiian people or to another ethnic group of the state due to associations with traditional cultural practices once carried out, or still carried out, at the property or due to associations with traditional beliefs, events or oral accounts—these associations being important to the group’s history and cultural identity.

The significance and recommended treatment for the recorded sites is presented in Table 3 and discussed below. It is important to note that the Chapter 6E process is intended to recognize sites and resources, but is not intended to establish whether or not those resources are eligible for listing on either the Hawai‘i Register of Historic Places (HRHP) or National Register of Historic Places (NRHP). The significance evaluations and treatment recommendations presented below should be considered preliminary until SHPD provides concurrence.

**Table 3. Site significance and treatment recommendations.**

<i>SIHP Site #</i>	<i>Site Type</i>	<i>Temporal Affiliation</i>	<i>Significance</i>	<i>Recommended Treatment</i>
50-80-04-8875	Cut-slope pathway	Historic	d	No further work
50-80-04-8876	Train trestle	Historic	d	No further work
50-80-04-XXXX	Historic buildings	Historic	d	No further work

### SIHP SITE 50-80-04-8875

Site 50-80-04-8875, a Historic Period pathway, retains enough integrity of location, design and setting to be assessed as significant under Criterion d for the information it has yielded relative to the late nineteenth to early twentieth century activities associated with the development of the so-called Wahiawa Colony. The site lacks integrity of materials, workmanship, feeling, and association. Based on historical research, Site 50-80-04-8875 was likely used by the Wahiawā settlers to access their farm plots on the plateau to the north after they crossed the north fork of Kaukonahua Stream. The width of the majority of Site 50-80-04-8875 would have allowed for pedestrian, horse and mule, and perhaps cart access between the stream and the tablelands above. It is unlikely that any further information could be extracted from this site through subsurface testing or additional archival research, therefore, the work conducted during the current study is considered sufficient to exhaust the information potential of Site 50-80-04-8875; and no further work is the recommended treatment for the site, which will not be impacted by the development of any of the proposed pedestrian bridge alternatives.

### SIHP SITE 50-80-04-8876

Site 50-80-04-8876, a Historic Period train trestle foundation, retains enough integrity of location, design, setting materials, and workmanship to be assessed as significant under Criterion d for the information it has yielded relative to the early to middle twentieth century activities associated with the former O. R. and L. railroad line, particularly the Wahiawa Branch, which was constructed in 1906. The site generally lacks integrity of feeling and association, as the trestle and associated railroad tracks are no longer present. A review of historical maps and archival documentation,

however, has provided enough detail to understand the extent of the former railroad ROW and trestle, which was utilized to allow goods and passengers to travel between the pineapple fields to the north of Kaukonahua Stream and the pineapple canneries in Honolulu. It is unlikely that any further information about the use and function of this site could be extracted through subsurface testing or additional archival research, therefore, the work conducted as part of the current study is considered sufficient to exhaust the information potential of Site 50-80-04-8876. No further work is the recommended treatment for Site 50-80-04-8876 which, although located near the western end of the palm alignment, should also not be impacted by the development of any of the proposed pedestrian bridge alternatives.

### **SIHP SITE 50-80-04-XXXX**

The historic buildings that comprise temporary Site XXXX were previously evaluated for integrity and historical significance by Novell et al. (2019), both as individual components to the site and as a potential historic district, based on themes pertaining to the former Dole Company Operations Facility and for their association with the history and development of pineapple production in Hawai‘i. Collectively, these buildings will be assigned a SIHP Site designation; however, at present the buildings are referred to as temporary Site XXXX, because the Historic Properties Inventory Survey is still under review by the DLNR-SHPD Architecture Branch. Sixteen of the twenty-seven buildings recorded as part of temporary Site XXXX are located within the current project area; nine of which are over fifty years old and are thus considered historic. However, none of these buildings were evaluated during the prior study as individually significant under any criteria beyond their part within the greater whole of temporary Site XXXX, and that site’s association with the history and development of the pineapple industry in Hawai‘i, and the Dole Company (HAPCo) in particular, under the broader themes of Agriculture and Economy in Hawai‘i. Although none of the buildings that comprise temporary Site XXXX are individually significant under any criteria, collectively, the site is considered significant under Criterion d for the information generated as a result of the prior Novell et al. (2019). No further mitigation work is recommended for temporary Site XXXX as part of the current project, as the Novell et al. (2019) study sufficiently documented the site.

### **DETERMINATION OF EFFECT**

The results of the current study indicate that two previously unidentified significant historic properties, Sites 50-80-04-8875 and -8876, and a portion of previously identified temporary Site XXXX, are present within the AIS study area for the Wahiawa Pedestrian Bridge project. The effect of the Wahiawa Pedestrian Bridge project on any of the identified historic properties located within the study area will be dependent upon which of the three potential project alternatives is ultimately pursued. The Final EA prepared by HDOT for the Wahiawa Pedestrian Bridge project has selected the Cane Street alignment as the preferred alternative (Figure 65). Given the selection of this preferred alternative, the suggested HRS Chapter 6E-review determination of effect for the Wahiawa Pedestrian Bridge project area pursuant to HAR 13§13-275-7, is “no historic properties affected.” With respect to the archaeological resources identified within the Wahiawa Pedestrian Bridge AIS study area, the preferred (Cane Street) alternative avoids Sites 50-80-04-8875 and -8876 altogether; with respect to the previously identified architectural resources—assuming SHPD concurrence with the Novell et al. (2019) significance evaluations and treatment recommendations for the temporary Site XXXX (no further work)—they will have been previously mitigated (through the acceptance of the prior report) prior to project implementation.



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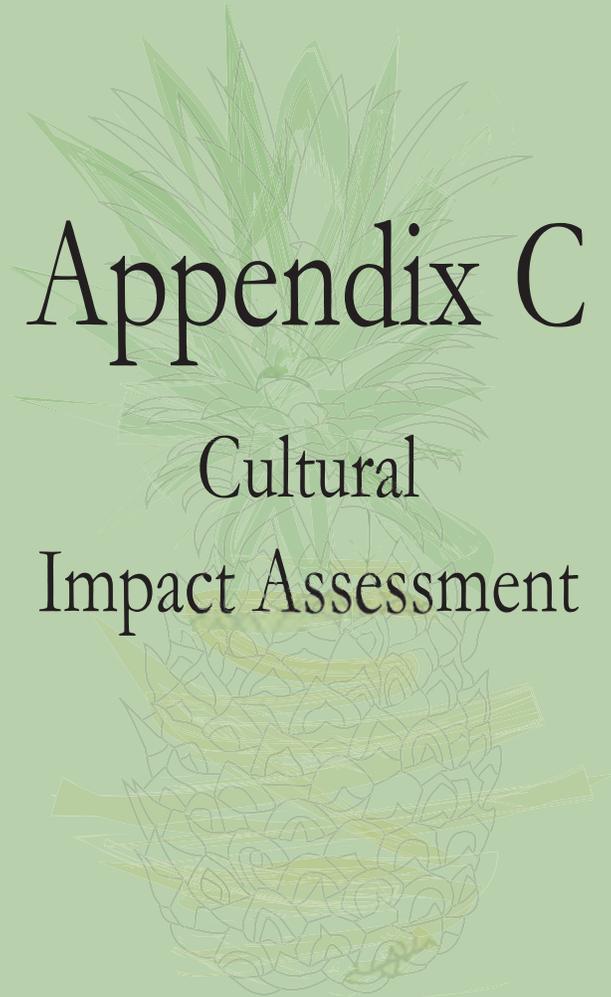
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# Appendix C

## Cultural Impact Assessment





# A Cultural Impact Assessment for the Wahiawa Pedestrian Crossing Project

TMKs: (1) 7-1-1:013, 015, (Por.), and 017 (Por.); 7-1-002:004 (Por.)  
and 009; and 7-4-7:006 (Por.) and 007 (Por.)

Wahiawā Ahupua‘a  
Wahiawā District  
Island of O‘ahu



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TMKs: (1) 7-1-1:013, 015 (Por.), and 017 (Por.);  
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Wahiawā Ahupua‘a  
Wahiawā District  
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## 1. INTRODUCTION

At the request of WSP USA, on behalf of the State of Hawai‘i Department of Transportation (HDOT), ASM Affiliates has prepared a Cultural Impact Assessment (CIA) for the proposed Wahiawa Pedestrian Crossing Project, which extends from Whitmore Avenue in Whitmore Village across the north fork of Kaukonahua Stream to connect with Wahiawā Town. The roughly 80-acre study area comprises Tax Map Key (TMK) parcels (1) 7-1-001:013 and 7-1-002:009 and portions of TMK parcels 7-1-001:015 and 017, 7-1-002:004, and 7-4-007:006 and 007, located within Wahiawā Ahupua‘a, Wahiawā District, Island of O‘ahu (Figures 1, 2, and 3). HDOT proposes the construction of a pedestrian bridge across the north fork of Kaukonahua Stream and access to and from the crossing to connect the communities of Whitmore Village and Wahiawā Town and provide users access to the Wahiawa Transit Center East on California Avenue via existing sidewalks within Wahiawā Town. HDOT is currently exploring three alternative alignments for the crossing and access; each is named after the corresponding road they connect with upon reaching Wahiawā Town—Palm Street, North Cane Street, and Koa Street.

This CIA is intended to inform a Hawai‘i Revised Statutes (HRS) Chapter 343 Environmental Assessment conducted in compliance with HRS Chapter 343, pursuant to Act 50 and in accordance with the Office of Environmental Quality Control (OEQC) Guidelines for Assessing Cultural Impacts, adopted by the Environmental Environmental Council, State of Hawai‘i, on November 19, 1997. As stated in Act 50, which was proposed and passed as Hawai‘i State House of Representatives Bill No. 2895 and signed into law by the Governor on April 26, 2000, specifically acknowledges that State’s responsibility to protect native Hawaiian cultural practices. Act 50 further states that “environmental assessments . . . should identify and address effects on Hawaii’s culture, and traditional and customary rights” and that “native Hawaiian culture plays a vital role in preserving and advancing the unique quality of life and the ‘aloha spirit’ in Hawai‘i. Articles IX and XII of the state constitution, other state laws, and the courts of the State impose on governmental agencies a duty to promote and protect cultural beliefs, practices, and resources of native Hawaiians as well as other ethnic groups.”

This report is divided into four main sections, beginning with an introduction and a description of the project area and the proposed pedestrian crossing project. This section is followed by a detailed culture-historical background based on a review of existing archival documents, databases, and maps. This information includes details about Wahiawā Ahupua‘a and greater Wahiawā and Waialua districts during the Precontact and Historic periods; and concludes with the findings from prior studies conducted within the vicinity of the study area; all of which combine to provide a physical and cultural context for the project area. The contextual discussion is presented as a means of understanding the cultural significance of the larger study area. The methods and results of the consultation process are then presented, along with a discussion of potential cultural impacts as well as appropriate actions and strategies to mitigate any such impacts.

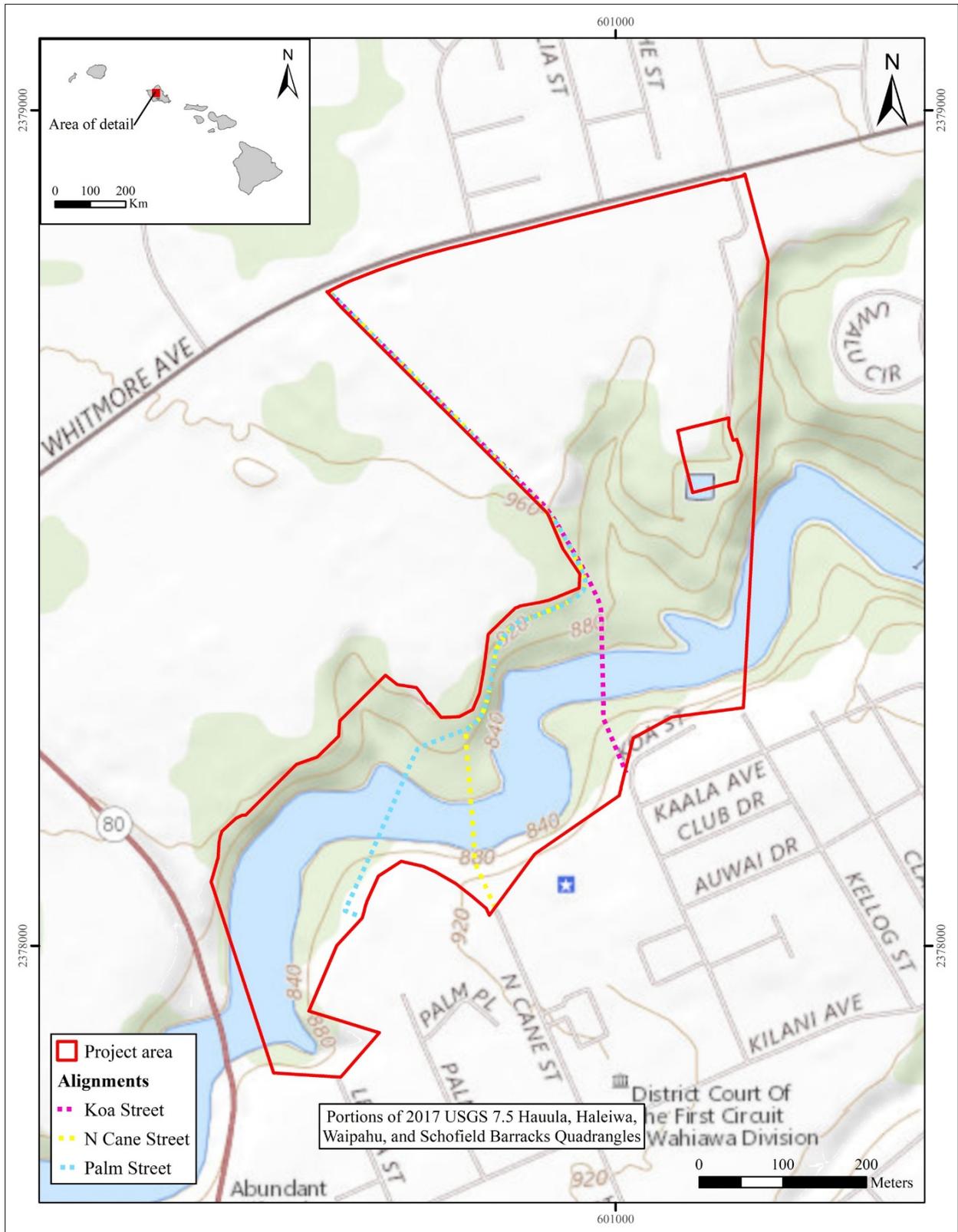


Figure 1. Project area location.

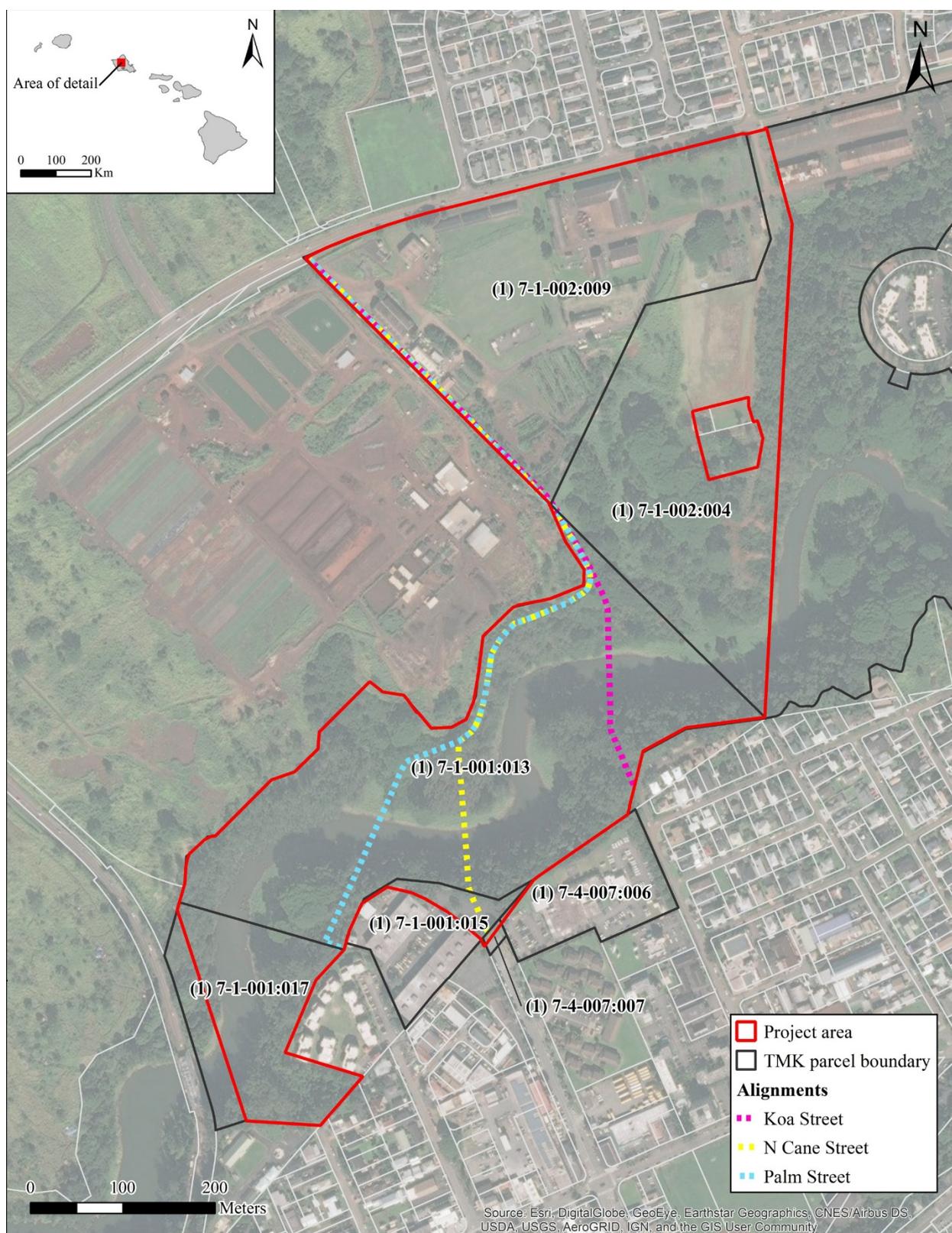


Figure 2. Project area location relative to TMK parcels.

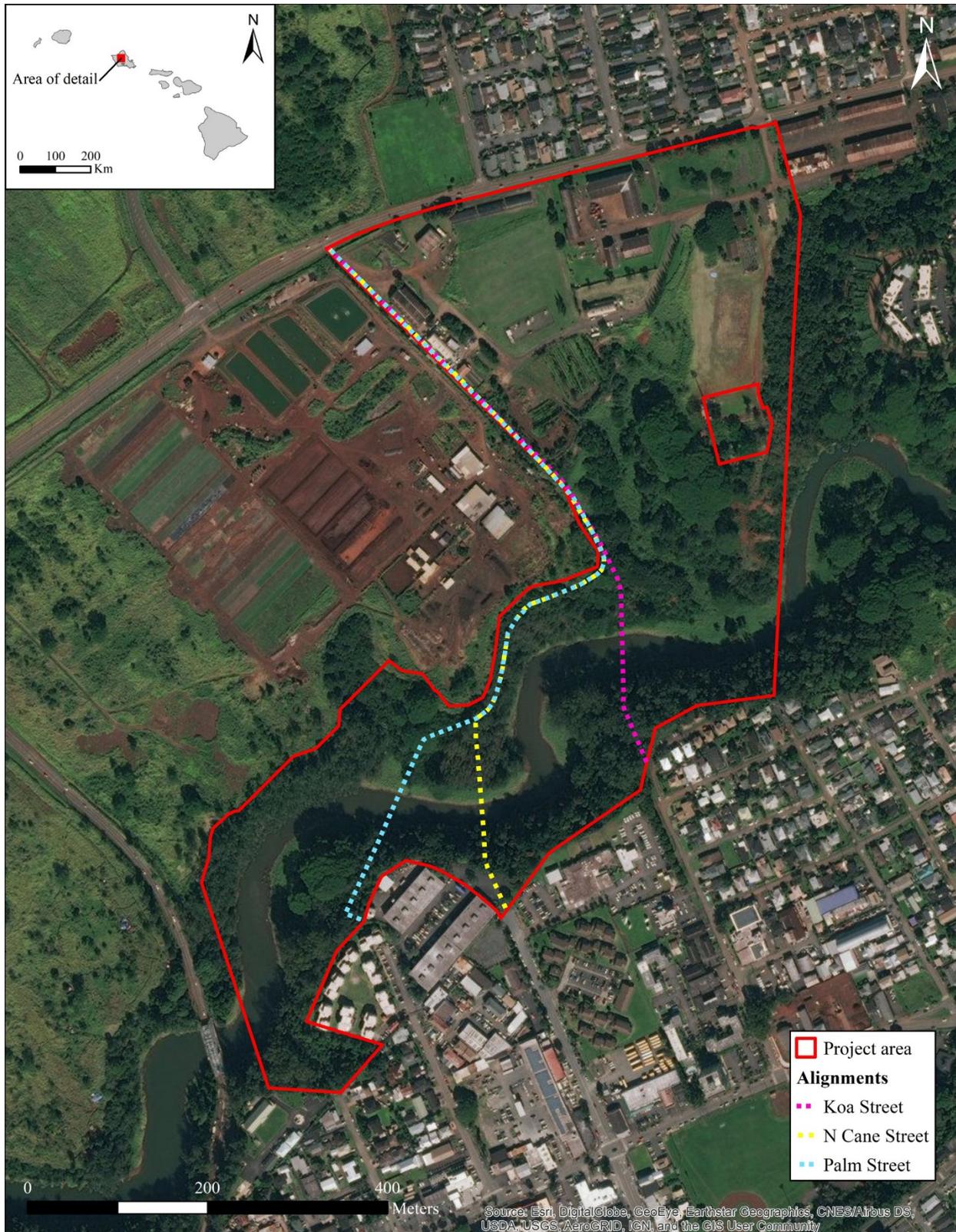


Figure 3. Composite image showing project area location.

## PROJECT AREA DESCRIPTION

The current project area straddles a portion of the North Fork of Kaukonahua Stream located between Whitmore Avenue in Whitmore Village and Kilani/Glen Avenue in Wahiawā Town (see Figure 1). On the north side of the stream, the project area is bound to the north by Whitmore Avenue (State Route 804) and existing residential development, to the west by a privately-owned commercial property, and to the east by a swath of undeveloped land with the residential development of Whitmore Circle beyond (see Figure 3). On the south side of the stream, the study area is bound to the west by undeveloped land and Kamehameha Highway (State Route 80) beyond, and to the south by commercial and residential development that extends roughly from Lehua Street in the west to Kellogg Street in the east (see Figures 1 and 3). Much of the study area to the north of Kaukonahua Stream is former pineapple plantation land and is currently the location of an industrial facility known as Whitmore Agricultural Tech Park (Figure 4). Extensive modifications of the land within this portion of the project area include the following: prior mass grading, and the presence of underground utilities, building footprints, paved and unpaved roads (Figure 5), parking areas, and active agricultural plots (Figure 6).

The remainder of the project area, along the steeply sloped northern and southern banks of Kaukonahua Stream, comprises currently undeveloped land (Figure 7). Vegetation in these areas is fairly thick, consisting primarily of a secondary growth of non-native trees, vines, shrubs, grasses and weeds, with a few remnant specimens of native floral species mixed in, and thick bed of molasses grass and wedilia growing within the floodplain directly adjacent to the stream's edge (Figure 8). While these lands are currently undeveloped, areas of prior mechanical disturbance are present, and the slopes are strewn with trash (Figure 9) pushed from the adjacent agricultural/residential lands, carried down the steeply sloped stream banks through drainage channels, or left by the sizable houseless population that resides within the undeveloped portions of the project area, particularly along the northern bank of Kaukonahua Stream. The largest houseless encampment is situated at the northern end of Karsten Thot Bridge adjacent to where Kamehameha Highway crosses the stream near the western boundary of the project area (Figure 10); while smaller camps (some currently occupied and some abandoned) are spread throughout the vegetated portions of the project area.



Figure 4. Entrance to northeast portion of the project area at Ihiihi and Whitmore Avenue, view to the south.



Figure 5. Area of prior mass grading and unpaved road on TMK: (1) 7-1-002:004, view to the west.



Figure 6. Active agricultural plot on TMK: (1) 7-1-002:009, view to the south.



Figure 7. View to the east of Kaukonahua Stream showing the undeveloped lands within the current project area.



Figure 8. Molasses grass and wedilia growing within the floodplain adjacent to Kaukonahua Stream, view to the east.



Figure 9. Trash strewn drainage adjacent to Kaukonahua Stream within the southwest portion of the project area, view to the southeast.



Figure 10. Houseless encampment at the northern end of Karsten Thot Bridge adjacent to Kamehameha Highway, view to the east.

## PROPOSED DEVELOPMENT ACTIVITY

The proposed development activity for the Wahiawa Pedestrian Crossing Project includes the construction of a pedestrian bridge across the north fork of Kaukonahua Stream and access to and from the crossing to ultimately connect the community of Whitmore Village with Wahiawā Town to the south. Furthermore, the proposed crossing will provide users access to the Wahiawa Transit Center East location at California Avenue near North Cane Street, via existing sidewalks within Wahiawā Town. Currently, HDOT is exploring three alternative alignments for the crossing and access; each is named after the corresponding road they connect with upon reaching Wahiawā Town, as depicted in Figure 11 below. The westernmost alignment would connect with the northern terminus of Palm Street; the central alignment would connect with the northern terminus of North Cane Street, and the easternmost alignment with the northern terminus of Koa Street.

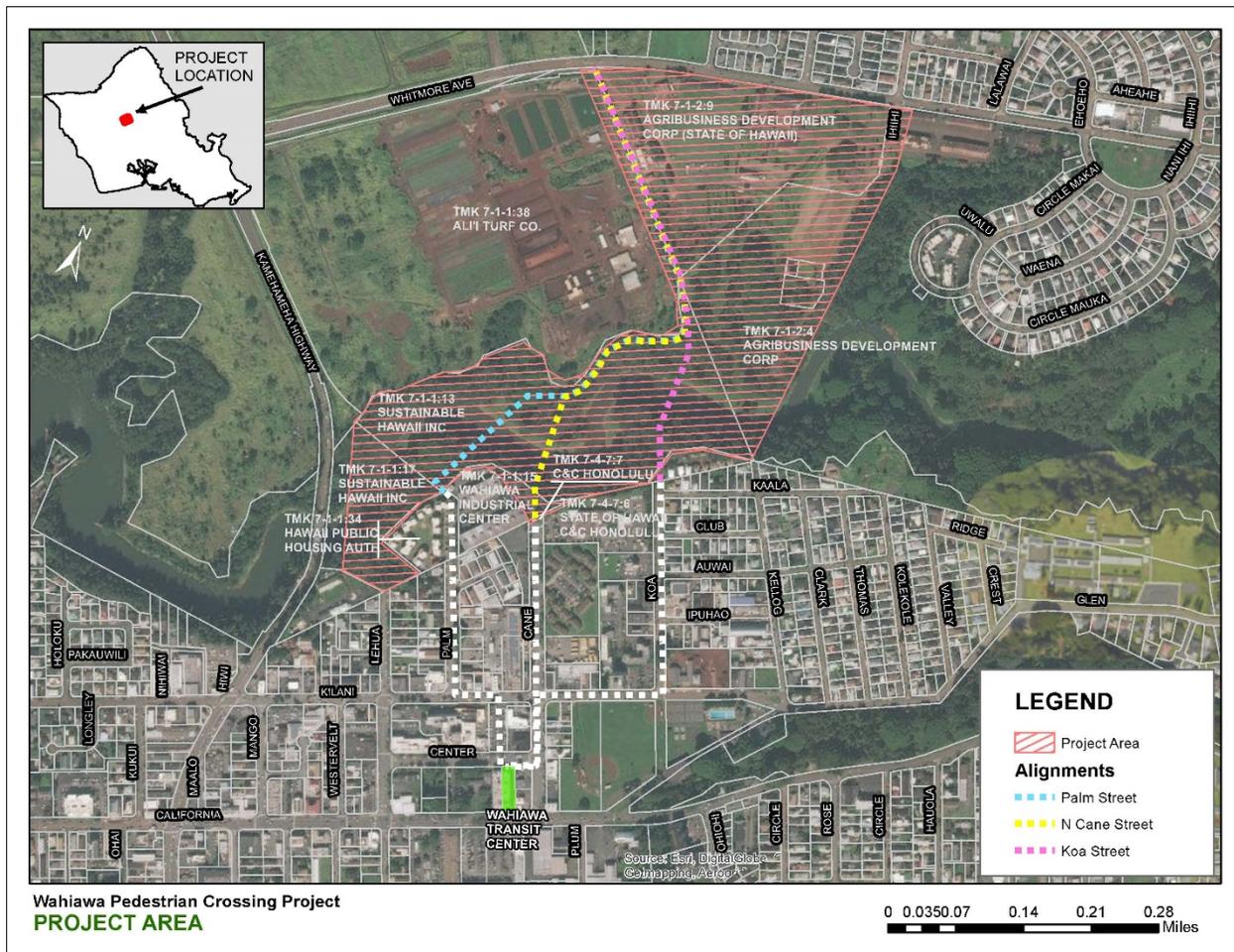


Figure 11. Development plans with three alignment alternatives for the Wahiawa Pedestrian Crossing Project.

## 2. BACKGROUND

The current project area falls within the broader study area of Wahiawā Ahupua‘a (Figure 12). At different moments in time, Wahiawā was considered as part of the traditional district or *moku* of Wai‘anae, as well as Waialua, which combined comprise the central-western portion of O‘ahu and. However, since 1913 Wahiawā Ahupua‘a has been considered part of Wahiawā District. Because the study area was predominantly associated with Waialua District during the Precontact and early Historic Period, prior to the establishment of Wahiawā District, the following discussion focuses on legendary and historical accounts pertaining to nearby land divisions of Waialua District; with an emphasis on Wahiawā District beginning in the late nineteenth and early twentieth century accounts. This is followed by a discussion of relevant prior archaeological, ethnohistorical, and oral history studies conducted in the project area vicinity.

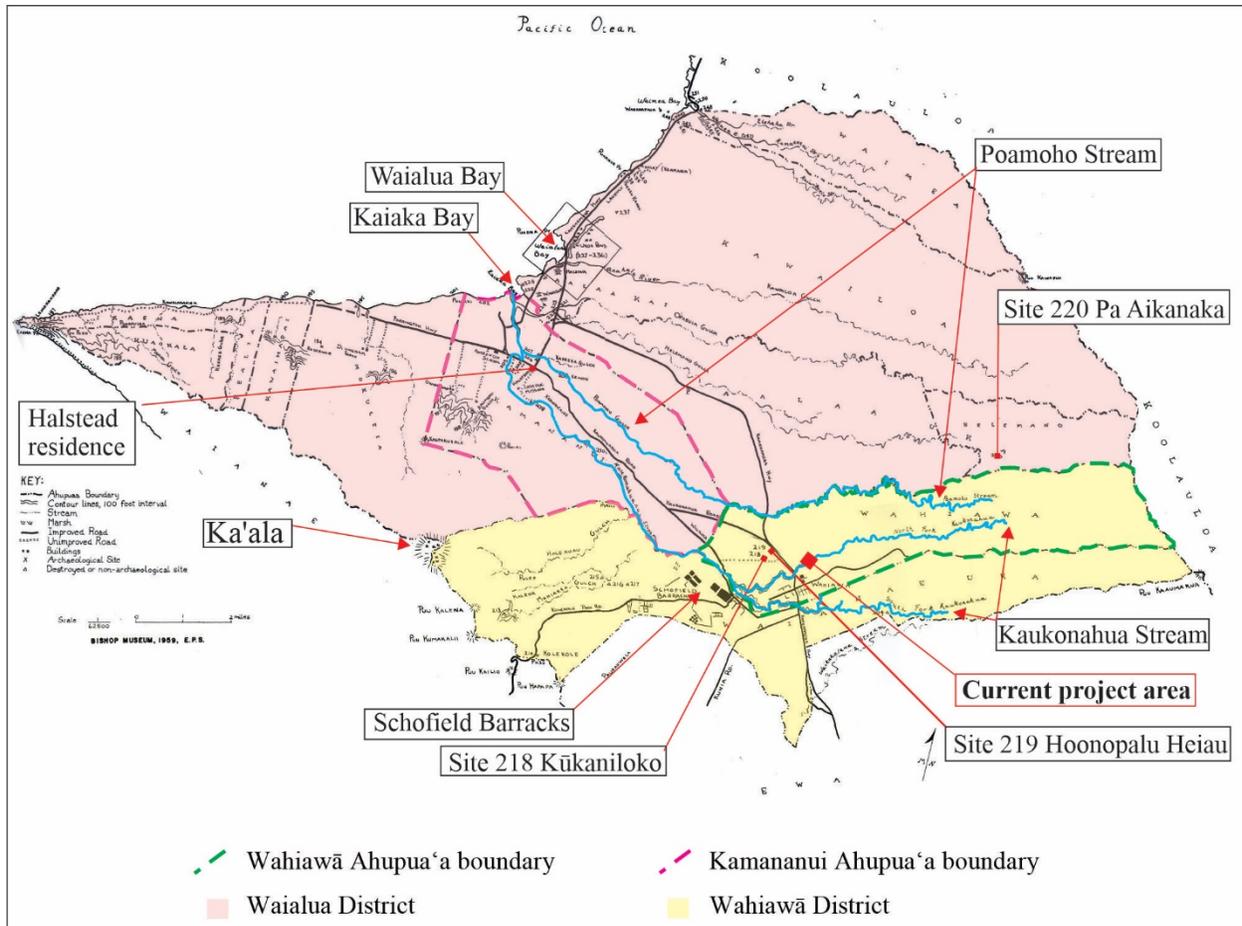


Figure 12. Annotated composite map from *Sites of Oahu* showing the project area within Wahiawā Ahupua‘a, Wahiawā District, and relative to *wahi pana* discussed in the text (Sterling and Summers 1978:129 and 137).

### CULTURE-HISTORICAL CONTEXT

The subject *ahupua‘a* of Wahiawā is situated within the storied Leilehua Plain/Plateau between the Ko‘olau and Wai‘anae mountains (Pukui et al. 1974:213). According to Hawaiian Historian Samuel Kamakau (1964:3), Waialua is known as the birthplace of the first Hawaiian chief: “Kapawa was the first chief to be set up as a ruling chief. This was at Waialua, Oahu; and from then on, the group of Hawaiian Islands became established as chief-ruled kingdoms.” According to legend, Kapawa was born at Kūkaniloko, one of the most sacred places on O‘ahu (Fornander 1880; Thrum 1911). Over the twenty-five generations between Wakea and Kapawa, “the parents were masters over their own family groups” and Kamakau (1964:3) suggests that “perhaps because there were not many people, family quarrels did not grow up.” However, over the generations hence, the Leilehua Plain/Plateau became known as a legendary training ground for warriors of O‘ahu in the art of *lua* fighting, which is defined by Pukui and Elbert (1986) as:

A type of dangerous hand-to-hand fighting in which the fighters broke bones, dislocated bones at the joints, and inflicted severe pain by pressing on nerve centers. There was much leaping, and (rarely) quick turns of spears. Many of the techniques were secret. . . Lua experts were bodyguards to chiefs.

In an entirely different context, the training of present-day warriors is carried out at nearby Schofield Barracks Military Reservation (see Figure 12), located to the west of the current project area.

Sahlins (1992) states that *moku* characteristically comprised centrally located richer lands with ecologically marginal land along the periphery. In the case of Waiialua Moku, the fertile lands of the neighboring *ahupua'a* of Pa'ala'a and Kamananui, along with Kawailoa comprised the ecological center of Waiialua Moku, which is eloquently described by Sahlins (1992:20) as follows:

Geographically this heartland of Waiialua consisted of the area around the neighboring bays—they are about a mile apart—of Kaiaka and Waiialua. Into these bays, from their origins in narrow gorges deep in the mountains flowed four major streams. Dense settlements of people and large complexes of irrigated taro fields were situated on the floodplains of these streams. At Kamananui, the lowland fields were watered by means of a ditch some two miles long, the longest such waterway on O'ahu (McAllister 1933:133; Handy and Handy 1972:466). Irrigation on a smaller scale extended for a considerable distance up the river valleys, while rainfall agriculture was practiced on the adjoining slopes, upland plains (*kula*), and forest clearings in the higher gulches. Around Waiialua Bay were two large and famous brackish water fish ponds 'Uko'a and Lokoea. Fish were also raised in the many smaller ponds of the same area as well as in taro pondfields (*lo'i*). Given such intensive production, the core region must have supported the substantial majority of the Waiialua population, which was probably on the order of 6,000 to 8,000 people just before the coming of the Haole.

It is within this general context that the following discussion of the land use history of the project area and broader study area is framed. The chronological summary presented below begins with a synthesis of Precontact settlement patterns and Historic land use that includes legendary and historical references to the greater Waiialua District. The shifting of Wahiawā Ahupua'a from Wai'anae District to Waiialua District and ultimately to Wahiawā District, is also presented. The discussion concludes with a review of the findings from prior investigations conducted in the project area vicinity. Combined, this information provides a means for understanding the project area as part of the cultural landscape of the greater study area.

## A Generalized Model of Hawaiian Prehistory

While the question of the timing of the first settlement of the islands of Hawai'i by Polynesians remains unanswered, several theories have been offered that derive from various sources of information (i.e., archaeological, genealogical, mythological, oral-historical, radiometric). However, none of these theories is today universally accepted because there is no archaeological evidence to support the proposed timing for the initial settlement, or colonization stage of island occupation. More recently, with advances in palynology and radiocarbon dating techniques, Kirch (2011) and others (Athens et al. 2014; Wilmschurst et al. 2011) have convincingly argued that Polynesians arrived much later in the Hawaiian Islands, sometime between A.D. 1000 and A.D. 1200 and expanded rapidly thereafter (c.f., Kirch 2011).

The initial settlement of the Hawaiian Islands is believed to have originated from the southern Marquesas Islands. In these early times, Hawai'i's inhabitants were primarily engaged in subsistence level agriculture and fishing (Handy et al. 1991). The Settlement Period was a time of great exploitation and environmental modification, when early Hawaiian farmers developed new subsistence strategies by adapting their familiar patterns and traditional tools to their new environment (Kirch 1985; Pogue 1978). Their ancient and ingrained philosophy of life tied them to their environment and kept order; which was further assured by the conical clan principle of genealogical seniority (Kirch 1984). According to Fornander (1880), the Hawaiians brought certain universal Polynesian customs and beliefs from their homeland, such as the major gods Kāne, Kū, and Lono; the *kapu* system of law and order; cities of refuge; the '*aumakua* concept; and the concept of *mana*.

Initial permanent settlements in the islands were established at sheltered bays with access to fresh water and deep-sea fisheries. The near shore fisheries and coastal fishponds, which were enriched by nutrients carried in the fresh water, also offered opportunities for resource extraction and stewardship. Communities shared extended familial relations and there was an occupational focus on the collection of marine resources. Clusters of houses were found in these coastal areas where, over time, agricultural production first became established. Over a period of several centuries the areas with the richest natural resources became populated and perhaps even crowded, and inland elevations began to be used for agriculture and some habitation. Meanwhile, an increasing separation of the chiefly class from the common people began to emerge. As the environment reached its maximum carrying capacity, the

result was social stress, hostility, and war between neighboring groups (Kirch 1985). Soon, large areas of the Hawaiian Islands were controlled by a few powerful chiefs.

As time passed, a uniquely Hawaiian culture developed. The portable artifacts found in archaeological sites from the Developmental Period reflect not only an evolution of traditional tools, but some distinctly Hawaiian inventions. The adze (*ko'i*) evolved from the typical Polynesian variations of plano-convex, trapezoidal, and reverse-triangular cross-section to a very standard Hawaiian rectangular quadrangular tanged adze. The two-piece fishhook and the octopus-lure breadloaf sinker are Hawaiian inventions of this period, as are 'ulu *maika* stones and *lei niho palaoa*. The latter was a status item worn by those of high rank, which indicates a trend toward greater status differentiation (Kirch 1985).

The next phase of early Hawaiian settlement known as the Expansion Period is characterized by major socioeconomic changes, intensive land modification, and the development of complex social hierarchies that arose as the population expanded (Kirch 1985). The building of monumental architecture, known as *heiau*, “played a key role as visual markers of chiefly dominance” as religion became more complex and embedded in a sociopolitical climate of territorial competition (Kirch 1990:206). By this time, most of the ecologically favorable zones of the windward and coastal regions of all major islands were settled and the more marginal leeward areas were being developed. The greatest population growth occurred during the Expansion Period when a second major migration settled in Hawai'i, this time from Tahiti in the Society Islands.

By the A.D. 1400s, the island of O'ahu appears to have been divided into six traditional districts or *moku*. *Moku* were further divided into distinct land units known as *ahupua'a*, a concept which was established sometime during the A.D. 1400s, adding another component to a then well-stratified society (Kirch 1985). Around this time there was also a shift in residential patterns from seasonal, temporary occupation, to permanent dispersed occupation of both coastal and upland areas. *Ahupua'a* became the equivalent of a local community, with its own social, economic, and political significance. These land units were usually wedge or pie-shaped, incorporating all the eco-zones from the mountains to the sea and for several hundred yards beyond the shore, assuring a diverse subsistence resource base (Hommon 1986). This form of district subdividing was integral to Hawaiian life and was the product of strict resource management. In this system, the land provided fruits and vegetables and some meat for the diet, and the ocean provided a wealth of protein resources (Rechtman and Maly 2003). In communities with long-term royal residents there was a strict division of labor, with specialists in various occupations on land and in procurement of marine resources.

*Ahupua'a* were under the jurisdiction of *ali'i 'ai ahupua'a* and managed by a *konohiki*. The *ali'i 'ai ahupua'a* in turn answered to an *ali'i 'ai moku*, a higher chief who ruled over the *moku* and claimed the abundance of the entire district. Thus, *ahupua'a* resources supported not only the *maka'ainana* (commoners) and *'ohana* (extended families) who lived on the land, but also provided support to the ruling class of higher chiefs and ultimately the crown. *Ali'i* and *maka'ainana* were not confined to the boundaries of an *ahupua'a*; when there was a perceived need, they also shared with their neighbor *ahupua'a 'ohana* (Hono-ko-hau 1974). *Ahupua'a* were further divided into smaller sections such as *'ili*, *mo'o'aina*, *paukū'aina*, *kīhāpai*, *kō'ele*, *hakuone*, and *kuakua* (Hommon 1986, Pogue 1978).

### **WAHIAWĀ AHUPUA'A AND THE GREATER WAHIAWĀ DISTRICT**

As previously mentioned, the study area is currently located within Wahiaiwā District, but was formerly considered part of Waialua, which is one of the six traditional *moku* or (districts) that made up the Island of O'ahu as recorded in the *Buke Māhele* (King 1935). According to Sahllins (1992), Waialua comprised six traditional *ahupua'a* (from west to east): Ka'ena, Kawaihapai, Mokulēi'a, Kamananui, Pa'ala'a, and Kawaihoa. However, some historical and modern maps and sources list as many as fourteen *ahupua'a* within Waialua District. For example, the neighboring *ahupua'a* of Kamananui appears as “Mananui” on an 1833 map, reproduced as Figure 13 below, clearly situated within Waialua Moku along with the following *ahupua'a* (from West to East): Ka'ena, Keālia, Kawaihapai, Mokulēi'a, Kamananui, Pa'ala'a, and Kawaihoa as well as the following *'ili*: Auku'u, Anahulu, 'Uko'a, Kukuilolo, Punanui, Ka'aleae, and Kapaeloa. Each of these land division names are depicted along the coast and along the various drainages; absolutely no place names are depicted within the *mauka* lands of Waialua on this early map. Also, worth noting is that the *Ahupua'a* of Waimea appears clearly within Ko'olauloa District to the north of Waialua, rather than within Waialua District as it is today. Such discrepancies between land divisions from the early Historic Period with those of present-day are proof of the convoluted history of the subject *ahupua'a* and district.

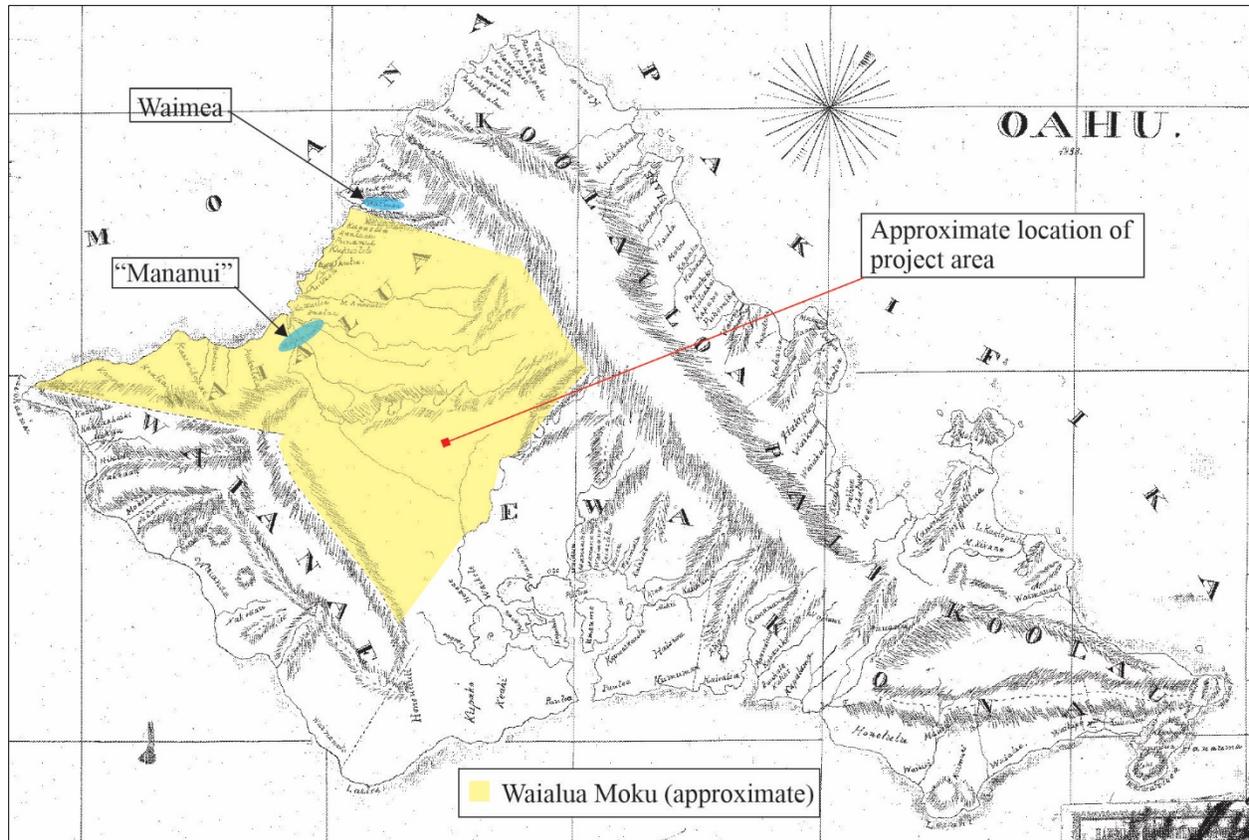


Figure 13. Hawaii Registered Map 445 showing the project area within Waialua Moku ca. 1833 (after Emerson 1833) .

The beginning of the complicated evolution of Waialua District can be traced to the Precontact Period—before the arrival of western explorers. According to Sahlins (1992) the chiefly system of Waialua District increased in complexity during the early years of the occupation of O‘ahu (ca. 1795) by the conquerors from Hawai‘i Island. “At the conquest of O‘ahu, Waialua became the spoils of the powerful Hawai‘i and Maui chief, the senior Ke‘eaumoku” (Sahlins 1992:45). However, Ke‘eaumoku “left O‘ahu with Kamehameha in 1796, shortly after the conquest, and as he died (of the *ōku‘u*) in 1804 or shortly after the return, it is unlikely that Ke‘eaumoku occupied himself directly with Waialua” and his eldest child Ka‘ahumanu “effectively controlled and heavily taxed Waialua for decades thereafter” (Sahlins 1992:45). Ka‘ahumanu, along with her siblings, including Kahekili Ke‘eaumoku, also known as Governor George Cox, retained possession of Waialua District until 1866, and “also maintained de facto rule of the Hawaiian kingdom, at least until the 1850s” (Sahlins 1992:45). Sahlins (1992:45-46) further describes the chiefly system of Waialua during the first half of the nineteenth century with Ka‘ahumanu as the “‘owner of the house’ (*mea hale*) and Cox the ‘occupant of the house’ (*noho hale*); she held the *mana* [power] of the land, he the *mālama* (care) of it” as follows:

The tenure of Waialua by the Ka‘ahumanu people was organized in a specific and customary way, an arrangement in all likelihood put into place soon after Ke‘eaumoku’s death in 1804, that would last until the Māhele of midcentury. Land rights of the group were organized by seniority in the early period, and the holdings so established thereafter tended to pass by direct inheritance. Beginning with Ka‘ahumanu. . . the head of this family was the greater ‘lord of the land’ (*haku‘āina*) in Waialua. . . except for a brief period, Ka‘ahumanu did not actively concern herself with the land, its products, or the people, nor did she ever reside there. Instead Waialua formally devolved upon her junior siblings: first Ke‘eaumoku the younger, alias George Cox, until his death in 1824; afterward, her younger sister Pi‘ia Namahana. These people maintained residences in Waialua and at least sometimes lived there. Interestingly, Ka‘ahumanu appears in Waialua land accounts as successor to Cox and grantor to Pi‘ia, for the land reverted to her upon the demise of the first, and she then gave it to the second.

At the time that western explorers first made contact with O‘ahu, Kamananui “was the ritual and political center of Waialua” (Sahlins 1992:20). However, by the late 1820s, the political center of Waialua had shifted over to the Anahulu Valley in Kawaihoa Ahupua‘a; “corresponding to a change in the residence of the ruling chief, this political development entailed a redrawing of *ahupua‘a* boundaries” (Sahlins 1992:20). Sahlins (1992:20-21) explains the subsequent re-assignment of Waialua lands and the lasting impact of the shift in the location of political power as follows:

Until 1824, the two royal fish ponds of Lokoea and ‘Uko‘a, although spatially separated from Kamananui (by the intervening *ahupua‘a* of Pa‘ala‘a and Kawaihoa), were nonetheless controlled directly from there, by stewards (*konohiki*) of Kamananui proper. Likewise the remote fishing community of Kapaeloa at the eastern border of Waialua: it was considered part of Kamananui until the late 1840s; the local people held their lands from and “under” a lesser chieftain of Kamananui. The ruling *ahupua‘a* of Kamananui thus encompassed certain detached lands—which gave it privileged access to important piscine resources. However, in the early nineteenth century, when the Waialua chiefship gravitated to Kawaihoa, these outlying sections were taken into the latter land. . .

The historic shift in political domination from Kamananui to Kawaihoa was paralleled by a transfer of the ceremonial center of the *moku*. In effect the Protestant mission of Waialua, founded in Kawaihoa in 1832, usurped the ritual hegemony from the temples of human sacrifice (*po‘okanaka*) that not long before had sanctified the landscape of Kamananui. The *ahupua‘a* of Kamananui was the site of two temples (*heiau*) of the royal or *luakini* class (Valeri 1985). These *heiau* were probably presided over by an O‘ahu form of the god Kū, the god of conquests and human sacrifice specially associated with kingship (Sterling and Summers 1978:103-4; Thrum 1906a:47, 1906b:52; cf. Valeri 1985). The shift of dominance from Kamananui to Kawaihoa corresponded to a change in *tabu* systems.

The continuation of the convoluted history of Waialua District is linked to “the advent of Hawai‘i’s legislative government, or from about 1846” (King 1935:214). Robert D. King (1935:214), Principal Cadastral Engineer for the Survey Department of the Territory of Hawai‘i, explained some of the reasons for the changing boundaries thusly:

Some of these changes were made for political reasons and others for convenience, but the principal changes in boundaries were caused by movements in population reflecting new uses of the land areas. These new district boundaries did not always conform to the *ahupuaa* boundary and there are examples today of an *ahupuaa* being situated in more than one district where no such condition existed in ancient times.

King (1935:224) continues his discussion of our twentieth century understanding of ancient *moku* and their boundaries, a subject that will be revisited later in this chapter, as follows:

In envisaging the ancient district and its boundaries we observe that in the era before the conquest of the islands it performed a definite function in the grouping of a series of *ahupuaas* comprising the domain of a district chieftain, and that during the reign of Kamehameha I, when he broke the power of the district chiefs by appointing his own governors of the principal islands, it formed a logical subdivision of government under the King’s viceroy.

With the coming of constitutional government it continued to perform a useful service for administrative purposes in defining the jurisdiction of peace officers, police magistrates, tax collectors, school agents and other local officers, and in the *Mahele of 1848* it was particularly valuable in designating the location of the thousands of *ahupuaas* and *ili ainas*, many of them, with similar names, included in that great division.

Today [ca. 1935] its chief value is historical and in the study of Hawaiian land tenure, as the modern district has in so many instances paid little or no attention to the old district name or boundary. Even the importance of the modern district has waned in these days of rapid transportation and decentralized but closely knit county government, so that almost its only use today is a conveniently established block of land for the assessing of real property for taxation purposes.

### Select Mo‘olelo for Wahiawā Ahupua‘a and the Greater Wahiawā District

Traditional *mo‘olelo* were passed down orally through the generations and many tales focus on *wahi pana* or legendary places. Many myths and legends associated with *wahi pana* of greater Waialua District including Wahiawā have been recorded, some of which are discussed below. In some *mo‘olelo*, Wahiawā is highlighted and well described and in others such as that legend concerning the of the half-man/half-pig demi-god Kamapua‘a, Wahiawā is mentioned in passing and described as the place where Kamapua’s “loses his strength by eating food with the letters *lau*, but eventually becomes lord of Oahu” (Beckwith 1919:644)

### ***The Maiden of the Golden Cloud***

In a legend titled “Ke-Ao-Mele-Mele, The Maid of the Golden Cloud” published in *Legends of Gods and Ghosts* by Folklorist William D. Westervelt (1915a: 116-151), Waialua is mentioned as “the home of the dragons” (1915a:149). According to the legend, Mo-o-inanea (self-reliant dragon) “cared for the first children of the gods” including Hina (ibid.:116-117). Mo-o-inanea took Hina and Ku’s daughter Ke-ao-mele-mele or the Maiden of the Golden Cloud and raised her. She gave the beautiful young girl her magic powers and “made this child the heir of all the divine islands, therefore she was able to know what was being done everywhere” (ibid.:129). When Ke-ao-mele-mele married Kau-mai-liula, Kane sent for Mo-o-inanea to go to O’ahu, “she prepared large ocean-going canoes for the two families, but she and her people went in their magic boats” from their ancestral home to Oahu (ibid.:148). She told her kin “they would never return to these lands, but should find their future home in Hawaii” and “told all her kupua dragon family to come with her to the place where the gods had gone” (ibid.). As she left “The Hidden land of Kane” it was covered in black rainclouds (ibid.:149). “She landed on Western Oahu, at Waialua, so that place became the home of the dragons, and it was filled with the dragons from Waialua to Ewa. This was the coming of dragons to the Hawaiian Islands” (ibid.).

### ***The Cannibal Chief of Waialua***

Westervelt (1915:203) briefly mentions Waialua in *Legends of Honolulu* regarding the legendary tale of Ke-alii-ai Kanaka (Aikanaka for short) or the chief eating men. The account by Westervelt (1915:193) is but one of the many versions of the cannibal chief legend and “tells of the sudden appearance on the island of Kauai, in the indefinite past, of a stranger chief from a foreign land, with a small band of followers” and proceeds thusly:

The king of Kauai made them welcome. Feasts and games were enjoyed, then came the discovery that secret feasts of a horrible nature were eaten by the strangers. They were driven from the island. They crossed the channel to Oahu. They knew their reputation would soon follow them, so they went inland to the lofty range of the Waianae Mountains. Here they established their home, cultivated food and captured human victims, until finally driven out. Then they launched their boats and sailed away toward Kahiki, a foreign land.

Westervelt (1915:194) also presents an alternate version of the cannibal chef legend in which “the Oahu chief, Ke-alii-ai Kanaka, lived some time about the middle of the eighteenth century, as nearly as can be estimated.” Westervelt (1915:194-195) goes on to recount:

Up to the middle of the nineteenth century the accounts of “Chief Man-eater’s” deeds and the accurate knowledge of his place of residence were quite fresh in the minds of old Hawaiians.

It is still an undecided problem whether “Chief Man-eater” was a foreigner or an Hawaiian. . .

It would seem best to accept the legend that [the] degenerate chief was a desperado and an outcast from the high chief family of Waialua, on the northwest coast of Oahu.

Ke-alii-ai Kanaka was a powerful man. He is described as a champion boxer and wrestler. In some way he learned to love the taste of human flesh. When his awful appetite became known he was driven from his home. As he passed through the village the women who had been his playmates and companions fled from him. His former friends, the young warriors, called out “Man-eater! Man-eater!” and openly despised him. In bitter anger he called the few servants who would follow him, and fled to the royal Waianae Mountains. Driven from his kindred and friends, he buried himself and his brutal appetite in the mountain forests.

It is possible that soon after this he visited the island Kauai, and there passed himself off as a chief from a foreign land. But “his hand was against every man” and therefore “every man’s hand was against him.” Finally he made his permanent home among the Waianae Mountains, in the range that borders Waialua. (ibid.:194-195)

Per Westervelt, the cannibal chief settled on the plateau called Halemanu, although he is most likely referring to Helemano, a land division located within Waialua to the southeast of the current project area, which is also often referred to as Halemano (see Figure 12). Westervelt (1915:196-200) refers to the cannibal chief as Kokoa and provides the following description of his chosen home surrounded by tall peaks and precipices so steep his lair was inaccessible:

. . . It could be entered only along a narrow ridge. The pandanus drooped its long leaves and aerial rootlets along the edges. The uluhi, or tangle-fern, massed and matted itself into a thick disguise for the cannibals’ secret paths through the valleys below. Native flowers bordered the paths and crowned the plateau, as if man’s worst nature could never wither the appeal of things beautiful. A

magnificent koa, or native mahogany, tree spread its protecting branches by the spot chosen by Kokoa for his grass house. Kukui-trees furnished their oily nuts for his torches. The ohia, or native apple, and the bread-fruit and wild sugar-cane gave generously of their wealth to the support of the cannibal band. They easily cultivated taro, the universal native food, and captured birds and sometimes unwary hunters who penetrated the forest recesses in search of the birds with the rare yellow feathers. It was a beautiful den into which, spider-like, he dragged his victims.

. . . As they entered the valley below the plateau, one of his followers said to another: "Our chief has found a true hiding-place for us. Let us hope that it may not prove a trap. If our presence here should be known to the people of Waialua, they could easily close the entrance to this valley with a strong guard and drive us against the steep walls up which we cannot climb." . . .

. . . From this place raids could be easily made upon the surrounding country. To this place they brought their captives for their inhuman feasts.

After the grass houses were built for permanent shelter, Kokoa, or "Ke-alii-ai Kanaka," caused a great hole to be made. This was the imu, or oven, in which the bodies of animals and men were to be baked. . .

After a time Kokoa and his companions took a huge outcropping block of lava and smoothed away the top, making a hollow ipukai, or table dish. . . upon which their ghastly repasts were served. This stone table was finally rounded and its sides ornamented by rudely carved figures. This stone was five or six feet in circumference. . .

One day he captured and killed a victim whom he carried through the forest Halemanu.

A brother of this victim discovered and followed him to the path along the ridge. He recognized the chief who had been driven long before from Waialua. He knew the reputation for boxing and wrestling which belonged to his former leader. He went back to his village. For a year Hoahanau gave himself up to athletic training. He sought the strong men—the boxers and wrestlers of Waialua. . . . He covered his lithe and sinewy body with oil, that his enemy might not easily grasp an arm or limb. . .

Westervelt (1915:201-202) goes on to recount how Hoahanau found Aikanaka armed and challenged him to a wrestling bout without weapons; the young man was able to best Aikanaka, "caught him, and whirled him over the edge of the plateau. Down the chief swept, broken and mangled by the rough, sharp spurs of lava rock, until the lifeless body lodged in the branches of a tall ohia-tree far below." Per Westervelt (1915:202), "this was the beginning and ending of cannibalism in the Hawaiian Islands so far as history and definite legend are concerned." In 1822, Gilbert Mathison visited the cannibal chief's former abode in Helemano; his account is presented in a forthcoming section on historical accounts of the current study area.

### ***Dishonorable Chief Waia***

The gruesome nature of Aikanaka's misdeeds hold similarities with those of another chief associated with Waialua. Waia, the son of Hinamanoulua'e (mother) and Haloa (father), a respected and devout *ali'i*, engaged in brutal acts of torture against his own people after he took over his father's role as *ali'i*. The following synopsis is based on a Hawaiian Language newspaper installment of the series titled "*Moolelo Kahiko no Hawaii*" (Ancient History of Hawaii) written by J. M. Poepoe and published in *Ka Hoku o Hawaii* on April 16, 1929. Waia's kingdom was considered a dishonorable kingdom because he abandoned the righteous path and teachings of his father in the pursuit of worldly pleasures and increased personal wealth (Poepoe 1929). Thus, he stopped seeking the things that were good for his people, neglected prayer, and did not seek the counsel of oracles and never looked out for the welfare of the people. Waia abused beautiful men and women and torture them to death. For instance, if he saw a beautiful woman, he would sever her legs at the calves and let her die. Upon the deaths of these men and women, for Waia did not discriminate when he chose his victims, he would take their bones and fashion them into fishhooks or tips for the darts he used to shoot rats for sport (Poepoe 1929).

Waia's gruesome acts were recorded in several *mele* that were composed during the reign of Kualii'i. This oral historical record served as a means of not allowing people to forget his cruelty and to inspire resilience—never again would people allow an *ali'i* to rule them in such a way. Because of his wicked ways of managing his kingdom, his subjects conspired and drowned Waia, and beat him until he died; then they rolled up his body in a mat and put it on a canoe that they sent into the open ocean and let sink (Poepoe 1929). Waia was married to Huhune and their son Hinanalo took over the kingdom after his father was killed (Poepoe 1929).

Waia is also mentioned in the story of Hi‘iaka as published in installments by *Ka Hoku o Hawaii* between September 18, 1924 and July 17, 1928 under the title “*He Mo‘olelo Ka‘ao no Hi‘iaka-i-ka-poli-o-Pele*” Waialua is described as water lands “*he aina wai*” along with Waimanalo and Waianae; however, Waialua was the land of Waia, son of Hāloa and Hinamanoulu‘ae “*O Waialua nae, oia no ka aina o Waia, ke keiki a Haloa me Hinamanoulu‘ae*” (*Ka Hoku o Hawaii* 1926:1c.6). According to Peopoe (1929), the word “Waia” was considered “*pelapela*,” “filthy, dirty, nasty, indecent, unclean, vulgar, lewd, obscene” (Pukui and Elbert 1986:323). Because the Hawaiian word “*lua*” is used to represent the number two, people have interpreted the place name Waialua as doubly wicked in reference to Waia’s countless wicked deeds.

Another possible interpretation of Waialua can be inferred from separating “Waia” and “lua” based on an alternate meaning of the word “*lua*,” that which refers to the art of *lua* fighting, which is defined at the beginning of this chapter. The gruesome acts carried out by Waia against his own people included torture, disfigurement, and dismemberment, much like *lua* fighting, which placed an emphasis on causing pain, and causing partially survivable trauma localized at the victims’ joints. Furthermore, men traveled to the Leilehua Plain from across the archipelago to learn this ancient fighting style. Thus, based on the regional/geographical association with *lua* fighting in the Waialua/Wahiawā area combined with the similarities between Waia’s heinous acts and *lua* fighting, the place name Waialua may refer to this correlation.

### ***‘Ōlelo No‘eau of Waialua***

Although no references to Wahiawā were found among the ‘*ōlelo no‘eau* (Hawaiian proverbial saying) were collected and translated by Mary Kawena Pukui (1983), the following ‘*ōlelo no‘eau* mention Waialua:

***A nui mai ke kai o Waialua, moe pupu‘u o Kalen ai Hale‘au‘au.***

When the sea is rough at Waialua, Kalena curls up to sleep in Hale‘au‘au.

Applied to a person who prefers to sleep instead of doing chores. A play on *lena* (lazy), in Kalena, who was a fisherman, and *hale* (house) in Hale‘au‘au. (Pukui 1983:16)

***I Waialua ka po‘ina a ke kai, o ka leo ka ‘Ewa e ho‘olono nei.***

The dashing of the waves is at Waialua but the sound is being heard at ‘Ewa.

Sounds of fighting in one locality are quickly heard in another. (Pukui 1983:137)

***Like no Ka‘ena me Waialua.***

Ka‘ena and Waialua are one.

Ka‘ena Point is in Waialua. Similar to the saying, “Six of one and half a dozen of the other.” (Pukui 1983:215)

***Waialua, ‘āina ku pālua i ka la‘i.***

Waialua, land that stands doubly becalmed.

Said in admiration for Waialua, O‘ahu, where the weather was usually pleasant and the life of the people tranquil. (Pukui 1983:318)

### ***The Legend of Hi‘iaka***

In the version of the legend of Hi‘iaka and her sister Pele as recorded by Nathaniel Emerson, Waialua is also mentioned although not in association with the despicable chief Waia. Rather, during their journey between the islands, Hi‘iaka stops at the summit of Kahuoha Pu‘u in Waialua and “describes the scene before her” (Emerson 1915:97), including her view of Wahiawā as follows:

From the same vantage ground—that of Kahu-o-hapu‘u—Hiiaka not only saw the dash of the ocean against the buttresses of the near-by coast, her ears also were filled with a murmurous ocean-roar that gave to the air a tremor like that of a deep organ-tone:

O Wai-alua, kai leo nui:	Wai-alua, land of the sounding sea,
Ua lono ka uka o Lihu‘e;	With audience in upland Lihu‘e—
Ke wa la Wahi-awá, e.	A voice that reaches Wahi-awá:
Kuli wale, kuli wale I ka leo;	Our ears ae stunned by this voice—
He leo no ke kai, e.	The voice, I say, of old Ocean!

The landscape still held her and she continued:

O Wai-alua, la'i ehá, e!                      Wai-alua has a fourfold calm,  
Ehá ka malino lalo o Wai-alua.              That enfolds and broods o'er the land.  
(Emerson 1915:99)

### ***The Legend of Halemano***

The *wahi pana* of Wahiawā and Kūkaniloko (which will be discussed in further detail in the next section), located near the project area, are also mentioned in the tale of the legendary romance between Halemano of O'ahu and the beautiful and forbidden princess Kamalalawalu (Kama) of Puna, Hawai'i as the father and mother of the male protagonist (Fornander 1918-1919). In footnotes, Fornander (1918-1919:228) further defines Wahiawā and Kūkaniloko thusly,

These persons' names are those of well-known localities in the Waialua district of Oahu, eastward of the Leilehua plain, at the base of the Waianae range.

Kukaniloko was the name of the place set apart from the time of Kapawa as sacred, having special powers or virtues as the birthplace of the highest *kapu* chiefs. (ibid.)

The following synopsis is based on the version of this romance published under the title "Legend of Halemano" in *Fornander Collection of Hawaiian Antiquities and Folk-Lore Volume V* (Fornander 1918-1919:228-262), and Halemano was the youngest of six children and embodied physical perfection. Kama lived under a strict *kapu* (taboo) that kept her from leaving her home or having visitors, and her parents had promised her as the wife of either the Hilo or the Puna King upon reaching maturity. Visions of Kama appeared to Halemano in his sleep and he fell in love with the image of her without knowing her name; driven by his obsession with Kama, Halemano starved himself to death but was brought back to life by his sister, Laenihi, a shape-shifting sorceress. Shortly afterwards, Laenihi went to Hawai'i to find Kama and upon her return told Halemano that he "must make some playthings for the favorite brother of Kamalalawalu, Kumukahi by name; because I have seen that whatever things he desires his sister would always do; she will deny nothing that her brother requests of her" (Fornander 1918-1919.:234). Subsequently, per Fornander (1918-1919.:234):

Laenihi then instructed the people from Waialua to Waianae that wooden idols be hewed out and that they be painted red and black. Orders were also issued that wooden chickens be made to ride on the surf, also *koieie* floaters, and kites to fly above; also that a red canoe be prepared and red men be had to paddle the canoe. The men should be provided with red paddles and the canoe must be rigged with red cords, and that a large and a small canoe be provided.

Traditionally, the color red was used to indicate the distinction of the *ali* 'i and once the objects were made, Laenihi and Halemano set forth to Puna. As they expected, Kumukahi was impressed by the gifts and was able to convince his sister Kama to board one of the canoes; and she was carried off with Halemano to 'Uko'a at Waialua. The two lovers were soon married and living simply and happily until Aikanaka, the king of O'ahu, ordered that Halemano be killed on sight so that he could have Kama for himself. As a result, the couple were forced to flee across O'ahu and then to Moloka'i, Maui, and Hawai'i, where she was taken by Kuaa, the king of Puna. After a time, they went on to live in Kohala for a time until Kama was unfaithful and became another man's wife, which drove Halemano to starve himself to death again. Once again, Laenihi revived him and against his families wishes, he sought to win his wife back. To that end, Halemano trained as a master chanter, assuming that she might return to him if he became something more than a farmer. Once he had learned the art of chant, he entered a competition where Kama was among the audience gathered to hear the performance. Halemano took the opportunity to compose a chant about the life they had shared together during the early days of their marriage on Oahu. Halemano's chant mentions Wahiawā and other places in Waialua District, the locations of some are depicted in Figure 12 above:

I am cold and chilly,  
Let me lie in your bosom, love.  
We have roamed over Kalena in the uplands of Haleauau,  
In the cold thickets at Wahiawa.  
It was during the days of the heavy fog at Kaala,  
For the cold was brought forth by the dew  
Together with the fragrance of the kupukupu of Lihue.  
The false cold is uncovered at Waikoloa  
For my love was exposed by the tears,  
As we met at Kalena in Haleauau. (Fornander 1918-1919:250)

Thus, Halemano and Kama were reunited but remained together only a short while for Halemano's new love interest, Kikekaala, whisked him away from her and kept a close eye on him day and night. Eventually, Kama would be taken by the kings of Hawaii as their wife.

### **Kūkaniloko and Chiefly Rule of Wahiawā, Waialua, and Greater O‘ahu**

As previously mentioned, Waialua is the home of Kūkaniloko, a sacred birthing center for O‘ahu's most revered *ali'i*, which is described by some as being "...a focal point of a much larger network of sacred sites..." (Coleman 2013:1) in the Wahiawā-Līhu‘e area (Kamakau 1991; Lenchanko 2015). Kūkaniloko, whose name has been interpreted as "an inland area from which great events are heralded" (Gutmanis 1986:16) and "to anchor the cry from within" (Lenchanko 2015:49), is also the name given to a stone at the site that was used by *ali'i wahine kapu* during the birthing process. A description of the origin of Kūkaniloko and details regarding how the site was used as a royal birthplace appears in an article written by Hawaiian scholar, Samuel M. Kamakau and published in the Hawaiian language newspaper *Ka Nūpepa Kū'oko'a* in 1865 (Kamakau 1865) as part of the series titled "Ka Mo'olelo o Hawaii Nei." Translator Mary Kawena Pukui and editor Dorothy Barrère later compiled and published some of Kamakau's articles in a book titled *Tales and Traditions of the People of Old, Nā Mo'olelo a ka Po'e Kahiko* (Kamakau 1991). The accounts of Kūkaniloko provided by Kamakau in the 1860s and 1870s are among the earliest such accounts and served as the basis for later accounts penned by Abraham Fornander, and Thomas Thrum, among others. Kamakau (1991:38) explicitly references Kūkaniloko as one of two royal birthing centers in the Hawaiian Islands:

There were two places set aside for the birth of chiefs as signs to make clear that they were high chiefs, *ali'i nui*, or chiefs, *ali'i*. These were Kūkaniloko in Wai'alua, O‘ahu, and Holoholokū at Wailua, Kaua‘i.



Figure 14. Some of the stones at Kūkaniloko including the *piko* stone with ribbed edges in the foreground on the right side of the image.

Pukui (1983:286), also relates the significance of Kūkaniloko as one of two royal birthing centers in the following *ōlelo no 'eau* and accompanying literal and interpretive translation:

***Papani ka uka o Kapela; pua'i hānono wai 'ole o Kukaniloko; pakī hunahuna 'ole o Holoholokū; 'ae mea nana e 'a'e paepae kapu o Līloa.***

Close the upland of Kapela; no red water gushes from Kukaniloko; not a particle issues from Holoholokū; there is none to step over the sacred platform of Līloa.

The old chiefs and their sacredness are gone; the descendants are no longer laid to rest at Ka-pela-kapu-o-Kaka'e at 'Īao; the descendants no longer point to Kukaniloko on O'ahu and Holoholokū on Kaula'i as the sacred birthplaces; there is no one to tread on the sacred places in Waipi'o, Hawai'i, where Līloa once dwelt.

While nearly all written accounts of Kūkaniloko honor it as the sacred birth center for O'ahu *ali'i*, more recent research suggest that in traditional times, the site was associated with the deity Kāne, and also used to study, from an indigenous perspective, disciplines such as astronomy, meteorology, chronometry, and cosmology (Lenchanko 2015). Regarding its association with Kāne, Beckwith states that “Kāne was the leading god among the great gods named by the Hawaiians...” and that Kāne “...represented the god of procreation and worshipped as ancestor of the chiefs and commoners” (Beckwith 1970:40). Handy (1991:15) relates similar thoughts stating that Kāne’s “...primordial role in the creation mythology, his pantheistic character, and his role as life-giver, it is logical to say that the first colonizers were worshippers of Kane.” Lenchanko (2015:27-28) goes on to point out that there are “...hundreds of names that are associated with Kāne” and that “the enumeration of Kāne and other *akua* like him are not “gods” per se, but rather they are names of elemental forms observed within the natural environment.”

Lenchanko (2015) and others have also argued that the *piko* stone at Kūkaniloko, characterized by its ribbed edge (see Figure 14) was used to track the yearly movement of the sun, which is considered a physical manifestation of the deity Kāne. Noyes (2018) also suggest the geographical placement of Kūkaniloko at the center of O'ahu made for a choice location from which celestial observations to track the sun and other important constellations could be made. In referencing Kamakau (1964), Lenchanko (2015) explains that traditions and practices for tracking the movement of the sun and its associated seasons and rituals varied on each island and that when Kamehameha, a Hawai'i Island *ali'i* conquered O'ahu and the other islands, his traditions and practices replaced those that were practiced by the previous chiefdoms.

Regarding the creation of Kūkaniloko, Kamakau (1991:38) states that “Kūkaniloko was made by Nanakōoko and his wife Ka-hihi-o-ka-lani as a place for the birth of their child Kapawa,” who were descendants of the famed 'Ulu genealogy. Kamakau (1991:136-137) adds that from the time of Kapawa, *ka po'e kahiko* (the ancient people) began the tradition of memorializing “the place where each chief was born” and thus the following *oli* (chant) was recorded for Kapawa and the various places associated with his life including Kūkaniloko and the surrounding areas:

<i>'O Kapawa, 'o ke ali'i o Wai'alua,</i>	Kapawa, the chief of Wai'alua,
<i>I hanau i Kūkaniloko;</i>	Was born at Kūkaniloko;
<i>'O Wahiaiwā ke kahua;</i>	Wahiaiwā the site;
<i>'O Līhu 'e ke ēwe,</i>	At Līhu 'e the placenta,
<i>'O Ka'ala ka piko,</i>	At Ka'ala the naval cord.
<i>'O Kapukapuākea ka a'a,</i>	At Kapukapuākea [heiau] the caul,
<i>O Kaiaka i Māeaea;</i>	[Heiau] of Kaiaka at Māeaea;
<i>Ha'ule i Nukea i Wainakia.</i>	He died at Nukea at Wainakia.
<i>I 'A'aka i Hāleu,</i>	Through [the surf of] 'A'aka at Hāleu,
<i>I ka la'i malino o Hauola,</i>	Through the calm stillness of Hauola,
<i>Ke 'li'i o Kapawa ho'i no,</i>	The chief Kapawa was taken,
<i>Ho'i no i uka ka waihona,</i>	Taken upland [in 'Īao] for laying away,
<i>Ho'i no i ka pali kapu o nā 'li'i...</i>	Taken to the sacred pali of the chiefs...
<i>He kia'i Kalāhiki no Kaka'e.</i>	Kalāhiki is the “watchman” of [the burial cave called Ka-pela-kapu-o] Kaka'e.
<i>'O Haleipawa ke keiki a Kapawa,</i>	Heleipawa was the son of Kapawa,
<i>He keiki ali'i no Wai'alua i O'ahu...</i>	A chiefly child of Wai'alua, O'ahu...

According to Fornander (1880:20), Nanakōoko and Kahihiokealani were acknowledged “by the oldest, and by all the legends” as having established Kūkaniloko. At the time of his writing ca. 1879, the remains of Kūkaniloko (Figure 14) were “still pointed out about three-fourths of a mile inland from the bridge now crossing the Kaukonahua stream.”

Fornander (1880) goes on to say that the distinction and privileges conferred upon the *ali'i* born at Kūkaniloko were so sought after that despite the decayed state of the sacred site in the late eighteenth century, Kamehameha I had wanted Liholiho to be born there; however, Keōpuolani was unable to travel there for their son's birth due to illness.

The various physical and socio-religious components of Kūkaniloko and the birth ritual were recounted by Kamakau (1991:38) as follows:

A line of stones was set up on the right hand and another on the left hand, facing north. There sat thirty-six chiefs. There was a backrest, a *kuapu'u*, on the upper side, this was the rock Kūkaniloko, which was the rock to lean against. If a chief entered and leaned against Kūkaniloko and rested on the supports to hold up the thighs in observance of the *Līloe kapu* [the prescribed regulations for birthing], the child born in the presence of the chiefs was called an *ali'i*, an *akua*, a *wela*—a chief, a god, a blaze of heat.

When the child was born, it was immediately taken into the *waihau heiau* Ho'olono-pahu. There forty-eight chiefs ministered to the child and cut the naval corn. Ho'olono-pahu was a furlong and a half south of Kūkaniloko. Two furlongs to the west of Kūkaniloko was where the sacred drum Hāwea was beaten; it indicated the birth of a chief. On the east of the stream on that side of Kua'ikua were the *maka'ainana*—a great many of them—and to the south, three furlongs distant, were the *kauwā*.

However, chiefs who were born outside of Kūkaniloko or at the backrest [but not in the presence of the chiefs] were chiefs too. And if they were “born on the highway” (*ā i hanau i ke alanui*), they were chiefs also—“outside” chiefs (*he ali'i no; no waho*).

Kamehameha greatly desired to have Keōpuolani give birth inside of Kūkaniloko. However, when she went there, the child did not come, and she went back.

Only one chief of Maui ever entered Kūkaniloko—Ka'ulahea, the husband of Kapo-hānau-puni.

Gutmanis (1986:16-17) provided further insight into the birth rituals of Kūkaniloko thusly,

When a child was to be born at Kūkaniloko many people accompanied the expectant parents. It is said that a thousand *maka'ainana* (commoners) would be assembled on the east side of Kuakikua stream, which flows near the *heiau*, while personal servants of the chief waited on the south side of the stream. Facing the stone on which the mother-to-be would deliver were two rows of eighteen stones each. Tradition has it that the stones were inhabited by *'aumakua* (guardian spirits) who had the power to absorb pain. A chief stood in front of each stone.

When the child was born two large *kapu* drums Hāwea and Opuke were sounded to announce the birth. Then the child was quickly taken inside the *waihau* (inner temple) of Hoolonopahu where the drums were kept. There the ceremony of cutting the umbilical cord was performed. Forty-eight chiefs took part in the accompanying rituals.

In an article titled “Kukaniloko: Birthplace of Aliis,” published in the *Hawaiian Almanac and Annual for 1912* Thrum (1911), states that, “the tradition of its recognized eminent virtue has come down by various native authorities which traces it back to about the opening of the twelfth century” (Thrum 1911:102); at the time of his writing ca. 1911, Kūkaniloko appeared as follows:

We look in vain today for the prominent boulder which in tradition, if not in fact held the magic power and marked the locality on the plains of Helemanu [Halemano], and against which chiefesses of the highest rank were aligned to lie during childbirth. . . Instead, the searcher will find a scattered lot of large stones, most of which are deeply embedded in the earth, and several of which are flat surfaced, even with the ground. These are in an area of about one hundred square feet and within the past few years have been protected by a wire-fenced enclosure of perhaps twice the size, for preservation as the historic landmark that it is. Credit for this action is said to belong to Mr. W. W. Goodale, manager of the Waialua Agricultural Company.

Amid a group of three or four of the most prominent of these stones is one standing, tongue-shaped, measuring a little over five feet in height by two and one-third feet in width, that has been supposed by many was the famous stone in question from its weather-worn condition, but an aged native familiar with the locality and its traditions, says, it was brought from elsewhere by the late George Galbraith and set up there. It is clearly a different quality of lava rock than predominates in the vicinity. Facing the stone, westward, is one of the largest, deeply imbedded in the ground, the upper surface of which has rudely-shaped depressions fitting the human form the primitive mind in ages past coupled with a cause and a purpose familiar to the savage idea, which subsequent generations, through superstition and tradition, have magnified.

Martha Beckwith mentions the sacred birthing stones of Kūkaniloko in her introduction to the “Hawaiian Romance of Laiekawai,” (Beckwith 1919:285-341), which recounts the wooing of a chiefess and her deification. Beckwith provides the Hawaiian language version of the legend as recorded by Haleole along with detailed supporting information and annotated translation of the text. Beckwith (1919:339) describes Kūkaniloko ca. 1911 thusly:

Kukaniloko in the uplands of Wahiawa [see Figure 12], where Laielohelohe is concealed by her foster father, is one of the most sacred places on Oahu. Its fame is coupled with that of Holoholoku in Wailua, Kauai, as one of the places set apart for the birthplace of chiefs. . . . Situated as it is upon the breast of the bare uplands between the Koolau and Waianae Ranges, the place commands a view of surprising breadth and beauty. Though the stones have been removed, through the courtesy of the management of the Waialua plantation a fence still marks this site of ancient interest.

### ***Mā‘ilikūkahi***

In addition to Kūkaniloko being noted as the birthplace of “Kapawa, the chief of Waialua, O‘ahu,” Kamakau (1991:39), also describes it as the birthplace of many other distinguished *ali‘i* including Mā‘ilikūkahi, Kalanimanuiā [Kalaimanuiā], and Kākuhihewa, all of whom are celebrated O‘ahu chiefs and noted for their deeds and establishing practices that ultimately shaped different aspects of Precontact Hawaiian culture. In relating information about the life and accomplishments of Mā‘ilikūkahi, Kamakau (1991:53) explains that:

Pua‘a-a-Kahuoi was the father and Nononui the mother of Mā‘ili-kūkahi. He was born at Kūkaniloko and was named the *ali‘i kapu* for the land because of his dedication by the chiefs and priest and people; he had been vowed as such before the gods and had been anointed by the *kahuna*. Chiefs born at Kūkaniloko were the *akua* of the land and were *ali‘i kapu* as well.

Kamakau (1991) goes on to add that that at about the age of twenty, Mā‘ilikūkahi was chosen as the *mō‘ī ho‘oponopono o ke aupuni* (administrator of the government), and after a rebellion, he replaced the *mō‘ī ali‘i* (head chief) Haka, whose reign is characterized by his mistreatment of the chiefs and people. At the age of twenty-nine, Mā‘ilikūkahi took the thrown as *mō‘ī ali‘i*, where he was taken to the *heiau* of Kapukapuākea in Pa‘ala‘a-kai in Waialua and consecrated and proclaimed as the *ali‘i o ka moku* (chief of the island). Unlike other chiefs who took their kingdoms by force, the ceremonies conducted at Kapukapuākea for Mā‘ilikūkahi were reserved for the “chiefs of Pōkano” or those chiefs who had maintained an absolutely pure royal bloodline since ancient times (Pukui in Kamakau 1991:54). Mā‘ilikūkahi then moved O‘ahu’s royal center from Waialua and ‘Ewa to Waikīki in Honolulu. Another important hallmark of Mā‘ilikūkahi’s reign was his formalization of the land division system on O‘ahu—a system that appears to have been later implemented on the other islands. Kamakau (1991:54-55) writes:

When the kingdom passed to Mā‘ili-kūkahi, the land divisions were in a state of confusion; the *ahupua‘a*, the *kū* [ *‘ili kūpono* ], the *‘ili ‘āina*, the *mo‘o ‘āina*, the *paukū ‘āina*, and the *kīhāpai* were not clearly defined. Therefore Mā‘ili-kūkahi ordered the chiefs, *ali‘i*, the lesser chiefs, *kaukau ali‘i*, the warrior chiefs, *pū‘ali ali‘i*, and the overseers, *luna* to divide all of O‘ahu into *moku* and *ahupua‘a*, *‘ili kūpono*, *‘ili ‘āina*, and *mo‘o ‘āina*. There were six districts, *moku*, and six district chiefs, *ali‘i nui ‘ai moku*. Chiefs were assigned to the *ahupua‘a* – if it was a large *ahupua‘a*, a high chief, an *ali‘i nui*, was assigned to it. Lesser chiefs, *kaukau ali‘i*, were placed over the *kūpono* lands, and warrior chiefs over *‘ili ‘āina*. Lands were given to the *maka‘āinana* all over O‘ahu.

Once the land division system was ordered, Mā‘ilikūkahi commanded that all classes of people cultivate the land with food and animals and that stealing would not be tolerated and punishable by death. He forbade theft, especially between the chiefs and *maka‘āinana* lest they face death. He suspended the practice of human sacrifices at the *heiau luakini* and ordered that the eldest child of each family be cared for by him. Despite efforts from the Maui and Hawai‘i Island chiefs to conquer O‘ahu, Mā‘ilikūkahi managed to eliminate his enemies and maintain peace over his kingdom. Because of his great concern for the prosperity of his kingdom, the people willingly obliged to Mā‘ilikūkahi’s commands and he ruled peaceably and religiously over his kingdom. Kamakau (1991:55) states that because of Mā‘ilikūkahi’s character as an *ali‘i* the population of Waialua grew during his reign,

From Kānewai to Halemno in Wai‘alua, from Halemno to Paupali, from Paulai to Hālawa in ‘Ewa the land was filled with chiefs and people. The chiefs kept themselves apart, *‘oko‘a*, and the commoners kept to the *makai* side of the land. From Halahape to O‘ahu-nui in Wai‘alua was the *kūlanakauhale* (compound/residence) of Mā‘ilikūkahi.

### ***Kalanimanuia***

In addition to Mā'ilikūkahī, Kalanimanuia, the famous chiefess who “lived *mauka* of Wahiawā” was born at Kūkaniloko around A.D.1100 (Kamakau 1991:57). Like the rule of Mā'ilikūkahī, Kalanimanuia's reign was peaceful, religious, and productive. She accordingly relieved the chiefs and *maka'āinana* of their taxes and engaged in no wars during her reign. Kalanimanuia commanded that the chiefs and men erect *heiau* and construct *mua* (men's houses) to pray to their gods and ordered the construction of the fishponds Pā'aiau, Opu, and Kapa'akea. Kalanimanuia was married to Lupe-kapu-ke-aho-makali'i (Lupe), who was in the royal court of Mā'ilikūkahī, and together they had four children. During the reign of his wife, Lupe promoted the occupations of longline fishing and farming. After ruling for nearly sixty-five years, shortly before her death, Kalanimanuia proclaimed her eldest son Kū-a-Manuia head of the kingdom, and to her daughter Kekela, she gave the lands of Waialua and Ko'olauloa. Unlike his benevolent parents, Kū-a-Manuia's manner of rule was harsh and he sought to take control over all of O'ahu, which was ruled by his siblings. However, in his attempt to wage war on his younger brother Ka'ihikapu-a-Manuia, who held the allegiance of the *maka'āinana* and the other siblings, the irrational Kū-a-Manuia was killed. Ka'ihikapu-a-Manuia ruled peacefully over his kingdom and ordered the restoration of *heiau* that were destroyed during his elder brother's reign and made circuits around the island to initiate the new construction of *heiau* in honor of the deities, Lono, Kāne, and Kanaloa.

### ***Kākuhihewa and the Lō Ali'i***

Ka'ihikapu-a-Manuia was married to Ka'ū-nui-a-Kānehoalani, who also held the status as a “Kumuhonua, a *wohi*, and a *lō*” and to them was born Kākuhihewa (Kamakau 1991:61). In providing additional insight into the *lō* chiefs and their association to the Wahiawā area, Kamakau (1964:5) explains:

The chiefs of Lihue, Wahiawa, and Halemano on O'ahu were called *Lo* chiefs, *po'e Lō Ali'i* [“people from whom to obtain a chief”], because they preserved their chiefly kapus. The man had kapus, and the women had kapus, and when they joined their kapus and children were born, the children preserved their kapus. They lived in the mountains (*i kuahiwi*); and if the kingdom was without a chief, there in the mountains could be found a high chief (*ali'i nui*) for the kingdom. Or if a chief was without a wife, there one could be found—one from chiefly ancestors. Kauakahi'ailani, Ma'ilikukahi, Kalona, Piliwale, Kukaniloko, Pa'akakanilea [Pa'akanilea], Ka'akauualani, Ka'au, Lale, Paoakalani, Pakapakaua, Nononui, Kokoloea, and a great many others were *Lo* chiefs.

After the death of Ka'ihikapu-a-Manuia, his son Kākuhihewa, inherited his kingdom as well as the status of *ali'i kapu* (Kamakau 1991). Born at Kūkaniloko, Kākuhihewa was ushered into his royal status following all the customs and ceremonies of the *ali'i* born at the sacred royal birth center. He was later taken to the 'Ewa District and raised by his *kahu* (attendant) in the lands of Wiapi'o, Waiawa, and Mānana. Kamakau (1991:68) goes on to describe Kākuhihewa's love for his lands stating that:

'Ewa was a land much loved by Kākuhihewa. The warmth of Wai'anae and Wai'alua; the thickness of the *poi* of Wai'anae; the sweetness of the *poi* of Kamaile; the soft mullet of Lualualei; the two calm places of Wai'alua, 'Uko'a and Loko Ea, the centers of choice fish; the delicious *poi* of Ke-awāwa-ihe—all these were loved by the chief.

Kākuhihewa's reign mirrored those of his predecessors as he restored peace by populating the lands with loyal supporters who cultivated it to an extent previously unseen. Kamakau (1991:69) opines that during Kākuhihewa's reign, “O'ahu became known for its productiveness; its smell reached Kaua'i there was so much cultivation.” Accordingly, Kamakau (1991:70) reports that O'ahu was so abundant that it attracted chiefs from Hawai'i Island and Maui which resulted in a mixing of the genealogies and was “one of the things that bound the chiefs together in ancient times.” Skilled in the art of spear throwing, combat, and shooting rats with bows and arrows (*pana'iole*), Kākuhihewa established Pāmoa, his massive royal center at 'Ālele, Kailua. Because of his great benevolence and many deeds, O'ahu became known as “*ke one o Kākuhihewa*” (the sands of Kākuhihewa) and “O'ahu-a-Kākuhihewa” (O'ahu of Kākuhihewa) (Kamakau 1991:69, 70).

Thus, despite the historical impacts that have physically altered the site, which are the subject of the remainder of this chapter, for the people who *mālama* (care for) Kūkaniloko the sacred place represents their genealogical ties to their ancestors and to O'ahu (Lenchanko 2015). Such sentiments demonstrate that the cultural significance of Kūkaniloko rests in the layers of history that reinforce their deeply rooted genealogical connections to it, rather than the current physical condition of this sacred site.

## EARLY HISTORICAL ACCOUNTS OF WAIALUA AND WAHIAWĀ (1779-1848)

The arrival of Western explorers in Hawai‘i signified the end of the Precontact Period ca. 1778, and the beginning of the Historic Period. With the arrival of foreigners such as British explorer Captain James Cook, in command of the ships *H.M.S. Resolution* and *H.M.S. Discovery*, Hawaiian culture and economy underwent drastic changes. Demographic trends during the late Precontact early Historic Periods indicate population reduction in some areas, due to war and disease, yet increase in others, with relatively little change in material culture. At first there was a continued trend toward craft and status specialization, intensification of agriculture, *ali‘i* controlled aquaculture, the establishment of upland residential sites, and the enhancement of traditional oral history (Kirch 1985; Kent 1983). The Kū cult, *luakini heiau*, and the *kapu* system were at their peaks, although western influence was already altering the cultural fabric of the Islands (Kirch 1985; Kent 1983). Foreigners very quickly introduced the concept of trade for profit, and by the time Kamehameha I had conquered O‘ahu, Maui and Moloka‘i, in 1795, Hawai‘i had seen the beginnings of a market system economy (Kent 1983). Some of the work of the commoners shifted from subsistence agriculture to the production of foods and goods that they could trade with early visitors. Introduced foods often grown for trade with Westerners included yams, coffee, melons, Irish potatoes, Indian corn, beans, figs, oranges, guavas, and grapes (Wilkes 1845). Later, as the Historic Period progressed, Kamehameha I died, the *kapu* system was abolished, Christianity established a firm foothold in the islands, and introduced diseases and global economic forces began to have a devastating impact on traditional lifeways in the Hawaiian Islands. This marked the end of an era of uniquely Hawaiian culture.

Written accounts left by early visitors to the Island of O‘ahu, such as those presented below, offer valuable insight into what life may have been like for the earliest residents of Wahiawā and Waialua. Many of these historical accounts were penned by seafaring men who dropped anchor at or near what they refer to as Waialua Bay. However, according to Sahlins because Kamananui Ahupua‘a, which encompasses Kaiaka Bay “was the political center of the *moku* of Waialua, and the settlement there was thus known as Waialua, at least to Haole, as it still is” these unwitting visitors mistakenly called it Waialua Bay rather than Kaiaka Bay. In late February of 1779, the remaining crew of Cook’s ship *Resolution* under the command of Captain Clerke and *Discovery* under the command of Captain James King sailed from Maui to O‘ahu and made an unsuccessful attempt to water the ship. (King 1784:87) recorded the following observations:

Between the north point [Kahuku] and a distant headland, which we saw to the south-west the land bends inward considerably, and appeared likely to afford a good road. . . At a quarter past two, the sight of a fine river, running through a deep valley, induced us to come to an anchor in thirteen fathoms water, with a sandy bottom [Kaiaka Bay]. . . In the afternoon, I attended the two captains on shore, where we found but few of the natives, and those mostly women; the men, they told us, were gone to Morotoi [Moloka‘i] to fight Tahyterree [Kahekili]; but that their chief Perreeranee [Pele‘ioholani; *ali‘i nui* of O‘ahu], who had stayed behind, would certainly visit us, as soon as he heard of our arrival.

We were much disappointed to find the water had a brackish taste for two hundred yards up the river, owing to the marshy ground through which it empties itself into the sea, Beyond this, it was perfectly fresh, and formed a fine running stream, along the side of which I walked, till I came to the conflux of two small rivulets, that branched off to the right and left of a remarkably steep and romantic mountain. The banks of this river, and indeed the whole we saw of the north-west part of Woahoo [O‘ahu] are well-cultivated, and full of villages; and the face of the country is uncommonly beautiful and picturesque.

In a later entry within the chapter that provides a “general account of the sandwich islands,” King (1784:115) made the following statement about the northern shores of O‘ahu:

As far as we could judge, from the appearance of the north-east and north-west parts (for we saw nothing of the southern side), it is by far the finest island of the whole group. Nothing can exceed the verdure of the hills, the variety of wood and lawn, and rich cultivated valleys, which the whole face of the country displayed.

Discussions about such rich cultivated valleys were included in E.S. Handy’s 1931 ethnographic study of traditional Hawaiian agricultural activities related to native plants, which were extant on the island prior to European contact (Handy 1940). In his chapter on Taro plantings in a section titled “Planting Localities,” Handy mentions Wahiawā and other nearby *ahupua‘a* of Waialua:

TARO. **Terraces:** high terracing in interior valleys rare; broad terraces in valley bottoms, on lower slopes, and in lowlands, irrigated from streams and springs from Waialae to Ewa, Waianae-kai and Waianae-uka. . . Kaena, Kawaihapai, Mokuleia to Waimea, Helemano, Wahiawa, and throughout

Koolau. . . **Kula lands:** developed only where water could be diverted for irrigation as at Wahiawa; little if any dry taro planted. . . **Swamp Planting:**. . . Waialua and Paalaa. . . (1940:75)

Upland *kula* were planted with sweet potatoes in Kamananui, Paalaa, Helemano, and Wahiawa, where the sweet potato was the main staple although some taro was grown. (1940:156)

Handy (1940:85-86) also relates the following details about Kamananui Ahupua‘a specifically, which mention the streams that demarcate the boundaries of Wahiawā, located near the current study area:

**Kamananui.** Formerly there were large terrace areas along the flatlands between the junction of Helemano and Poamoho Streams and the flatland west of Poamoho. There were also small terrace areas up in the lower flats of Poamoho and Kaukonahua Valleys. There were small flats in the bottom of Kaukonahua Canyon for several miles above its junction with Manawai Stream. Poamoho is probably too narrow for taro terraces. It is likely that in these gulches, as at Waimea, sweet potatoes and bananas were planted around home sites along the ridge and near taro patches at the bottom of the gulch. Wild taro and bananas grow in Manawai Valley and presumably also in the other five valleys that run up towards Puu Kane.

Handy (1940:81) mentions Wahiawā in his discussion of land divisions within Ewa District rather than Waialua or Wahiawā District, for that matter. Handy contradicts an informant’s claim that “there were numerous terraces on the level uplands in the vicinity of Wahiawa town, irrigated by a ditch bringing water from Helemano Stream” because it was “impossible, since Poamoho Stream intervenes.” He does however go on to say that extensive terraces irrigated by Wahiawā Stream extended nearly two miles inland, as well as “immediately above and below” Wahiawā Town. In a later volume, Handy and his colleagues discuss Wahiawā as an “inland district” in his chapter titled “Areas of Habitation” (Handy et al. 1991:465). Handy et al. (1991:464) also suggest that the Wahiawā area must have supported a “sizable” Precontact Hawaiian population, based on the areas of *lo‘i* and the extensive sweet-potato and yam plantations.

In addition to taro, bananas, and sweet potato, sandalwood harvesting was carried out in Waialua during the late eighteenth and early nineteenth century. In November of 1815, when a Russian warship attempted to take over O‘ahu Kamehameha called for people across the island to come to Honolulu and help build a fort to defend the island from invaders (Kamakau 1992). However, “the district chief of Waialua, Ka-hekili Ke‘e-au-moku [George Cox] was so busy collecting sandalwood that his district alone failed to respond to the call” (Kamakau 1992:206). Kamakau (1992:207). goes on to say that after the fort was complete, “Ka-lani-moku and all the chiefs went to work cutting sandalwood at Wahiawa, Halemano, Pu‘ukapu, Kanewai, and the two Ko‘olau’s.” Apparently, “the largest trees were at Wahiawa, and it was hard work dragging them to the beach.” Because of its lasting impact on the inhabitants, economy, and environment of the study area and across the Hawaiian Islands, a brief discussion of the sandalwood trade is presented in the following paragraph.

Before Europeans arrived in Hawai‘i, the several species of sandalwood (*‘iliahi*) were used in a limited way, primarily for medicinal applications, perfume, and firewood (Krauss 1993). Sometimes sandalwood was also used to make bows for the stringed mouth instrument called *‘ukēke* (Buck 1957:388). In the early 1790s, a period of intense sandalwood exploitation and attendant social and environmental changes began when early foreign merchants began trading the fragrant wood with merchants in Canton (Cottrell 2002). A shortage in the supply of “white sandalwood” (*Santalum album*) from India and the East Indies, which was used to make ornate cabinets and chests, incense, perfumes, and medicines, caused European, American, and Cantonese traders to turn to Hawai‘i and other sources (Merlin and VanRavenswaay 1990). The first shipment of *‘iliahi* to Canton occurred sometime around 1790, and the earliest supplies of sandalwood to foreign merchants were controlled by the *ali‘i* (Merlin and VanRavenswaay 1990). Before long, however, Kamehameha I had wrested exclusive control of sandalwood from the *ali‘i* and used the commodity to acquire luxury goods on credit with foreign merchants (Cottrell 2002). The debts that he and other *ali‘i* accrued engulfed Hawaiians in a boom-and-bust industry that nearly eradicated the plants in Hawai‘i (Rock 1916).

Historical descriptions of sandalwood harvesting often stress the sheer number of people who were ordered off their agricultural plots and into the forests to collect the wood. The following such account of the weighing of sandalwood in preparation for export was recorded by Mathison (1825:407), ca. 1822, upon his return to Cox’s residence at Kaiaka Bay in coastal Waialua where he observed the following:

. . . At a little distance from his own hut was a large store-house, not less than fifty feet in length by thirty in breadth, and about thirty feet high, where the sandal-wood was piled up, and kept ready for embarkation; work-people of both sexes and all ages were employed in carrying it down to the beach. The Chief and his attendants directed their operations and one confidential man, whose duty it was to see fair play, stood over the weighing-machine, with the American Captain for whose ship the freight was destined.

In the latter years of sandalwood harvesting, stands of forest were burned so that harvesters could detect the fragrant wood by its smoke; if found quickly the trees could be felled before the valuable heartwood burned and subsequently stripped of the charred (undesired) bark and sapwood (Cottrell 2002). Sandalwood harvesting lasted until 1830, when the supply in Hawai‘i and the value became too low to sustain the trade (Sahlins 1992).

Following the death of Kamehameha I in 1819, the Hawaiian religious and political systems began a radical transformation; Ka‘ahumanu proclaimed herself “*Kuhina nui*” (Prime Minister), and within six months the ancient *kapu* system was overthrown. Within a year, Protestant missionaries arrived from America (Fornander 1969; Ii 1959; Kamakau 1992). In 1820, American missionary Hiram Bingham and members of the American Board of Commissioners for Foreign Missions (ABCFM) toured the island of O‘ahu seeking out communities in which to establish church centers for the growing Calvinist mission. Bingham recorded observations made during his twenty-one-year residence in the Hawaiian Islands in a journal (Bingham 1848), which offers a rare glimpse at the current study area during the early 1800s. Of Waialua, Bingham (1848:295-296) wrote that “a very large concourse of people assembled on the Lord’s day, for public worship in the open air.” Bingham (1848:296) continues his account as follows:

After the Sabbath we examined and encouraged, and partially supplied with books, the incipient schools established there under the particular patronage of Lydia Namahana and Gideon Laanui, to whom the district belonged. There were found under Maiao and his assistant teachers, four hundred and ninety-five male and female pupils, and under Kaoo, one hundred and sixty-four, amounting together to six hundred and fifty-nine pupils, chiefly men and women.

In July of 1832, the second missionary station on O‘ahu, located at Waialua was started by Emerson (Bingham 1848:468). Of the population served by this station at that time, Bingham (1848:468) states, “The districts of Waianae, Waialua, and Koolauloa, extending coastwise about fifty miles, and embracing a population of 7300, were connected with the station, among whom about 1600 could read.” Another visitor to O‘ahu during the 1820s, Mathison (1825:392-395), made the following observations of Waialua at that time:

July 11.—Having enjoyed a most agreeable sail by moonlight, we this morning entered a small bay called Why-arouah, on the N.E. side of the island, formed by two reefs of rocks, which run out parallel a considerable way into the sea, and between which two small rivers discharge themselves, Hence the name Why-arouah; *Whye* in the country language signifying water, and *arouah* the numeral two. Here a chief named Coxe [Kahekili Ke‘eaumoku/George Cox], who is one of the richest and most powerful in the island, resides; and as he was the person from who our Captain was to obtain the sandalwood, our first visit was of course paid to him. He bears the name and office, if it can be so called, of Governor. His hut stands on the seashore, and was sufficiently large to accommodate the whole of our party, consisting of several Americans, besides myself.

. . . he speaks English better than any other native I had yet conversed with. . . His hut might be about twenty feet square, and proportionably high, with an entrance aperture on two sides, and one above. It was fitted up as usual with mats; in the midst of it he himself sat on the ground, having no other covering than the *maro*, and was surrounded by attendants. By his side sat an intelligent-looking American sailor, who had been upwards of twenty years on these islands, and attached himself particularly to Coxe, as his patron and protector. . .

In the cool of the evening I took a walk along the banks of the river, and was delighted with the beauty and fertility of the whole district. Plantations of tarrow, maize, tobacco, sweet potatoes, yams, melons, and water-melons, everywhere met the eye, all neatly arranged, and enclosed, some by stone walls, others by fences. Of trees, the cocoa-nut, bread-fruit, banana, cotton, castor, *cöey*, and *teë* species, were most plentiful. The latter is a shrub peculiar, I believe, to these islands, but quite distinct from the Chinese tea-tree. The river, in most places about one hundred feet wide and not very deep, winds its still limpid way through this cheerful scene of cultivation, where the huts rising at intervals from among small groves of bananas and bread-fruit trees, vary in a picturesque and lively manner the soft harmonious touches of nature.

July 12.—I slept at Coxe’s, who entertained us hospitably. We had several kinds of excellent fish baked for breakfast, and among the rest some uncommonly large flying fish. I took another and longer walk up the country, and met with the same abundant cultivation which I had before observed elsewhere. The natives here took little notice of us, which I attributed to their constant intercourse with the crews of ships coming for sandalwood. In less frequented places, they showed greater

curiosity, and, I may add, greater kindness; for it was not unusual to receive little presents of fruit, particularly of melons, gratuitously offered as we passed their grounds.

Mathison (1825:397) tells of a “*Hourah-hourah*” or hula dance performance that Cox gave at their request:

. . . The spot selected for the entertainment lay in the midst of a small and verdant meadow, at the distance of about half-a-mile from the sea-shore. Close adjoining, the river before-mentioned rolled gently through the plain, reflecting in its limpid surface the broad shadows of the trees that overhung its banks, and varied here and there by the canoe of some rude islander, hastening from the opposite shore to partake of the day’s revel.

Mathison (1825:397-398) describes the costume of the attendants of the Chief, and the spectators’ demeanor as follows:

. . . Some wore necklaces of glass beads, or of hair finely platted and doubled to a great thickness, from which were suspended pieces of polished whale bone by way of ornament. Others had garlands of yellow flowers gracefully braided round their heads, and small looking-glasses in their hands, in the use of which they take great delight. Others, of maturer [sic.] age, had their hair besmeared with lime and water, or some such mixture. . .

The majority of the spectators, male and female, smoked incessantly, and used for that purpose a curved wooden pipe, not more than three or four inches long and an inch in thickness. Here a party lay sprawling on the ground; there, another pressed towards the performers: all seemed to talk, and sing, and laugh immoderately. . . To the *maro*, commonly worn round the middle, was added, by some of the richer individuals, a loose cloth covering of British manufacture, or a blanket thrown over the shoulders. Their bodies were often, but not universally, tattooed. . .

The entertainment lasted about three hours and afterwards, Mathison chose to accompany two Americans on a visit to the home of a Hawaiian native for dinner rather than continue the festivities with Cox and his retinue. Mathison (1825:401) spent the night comfortably at the home of his host upon “clean mats, and pillows of the same material, with large and beautifully white tappers [kapa].” In exchange for the hospitality, Mathison purchased malo and kapa “of different colours, as agreeable memorials of our visit, and specimens of Sandwich Island manufacture” (ibid.:401-401). On July 14, Mathison (1825:412-415) went to visit an American sailor who had been residing on O’ahu for over five years who “cultivated a small farm” for Cox:

His property consisted of a few acres of taro-plantations, in the midst of a fine orchard of bread-fruit and other trees, with pasturage for a large herd of goats; and these, in addition to some pigs and poultry, rendered him rich in the eyes of all his neighbours. His cottage was well built. . . He liked his situation altogether, and thought it very preferable to a seaman’s life; but complained, nevertheless, of the insecure tenure by which the property is held in this country. He told me, as others had done, that he was afraid of making any improvement and putting more land into cultivation, lest his prosperity should excite the cupidity of the Chief, who would not hesitate, if he chose it to appropriate the whole to himself.

. . . Two or three times a day the whole party of natives, male and female, repaired to the river, and amused themselves with bathing. The women are excellent swimmers and divers, to which they are habituated from their earliest childhood, insomuch that one would almost think the water was their natural element.

Mathison (1825:402) wished to travel to the countryside where the sandalwood grows and to see “some ancient monuments of which a curious traditionary history had been related” to him. Thus, he secured a guide and an American travel companion and walked twelve miles until they reached a “vast natural amphitheatre, begirt with woods and gigantic masses of stone from the summit downwards” (Mathison 1825:403); there they spent the night and “having walked three or four miles farther, over the same uncultivated uninhabited plain, the country all at once changed its aspect, and presented a bold outline of hills, with alternate and thickly-wooded valleys.” It was here that their guide pointed out a flat stone “about five feet broad by six or seven in length” upon whose surface were “many rude representations of men and animals” (Mathison 1825: 403-404; see Figure 12: Site 220 Pa Aikanaka). Mathison (1825:404) continues his description thusly,

Many were defaced, and in others I could trace no resemblance to any known objects, either animate or inanimate: the stone itself was very imperfect, pieces of it having evidently been broken off on different sides. . . in order to convert the materials into knives, mirrors, pots, and other domestic

utensils, which were always fabricated from stone in former times, previous to the introduction of iron by foreign traders.

Mathison goes on to recount the story of Chief Herimino as told to him by Cox. As previously mentioned, Helemano, near the study area, is associated with the legendary cannibal chief who lured his victims to the mountains. Mathison (1825:405) states that the stone relic was the altar upon which the cannibal chief Herimino sacrificed his victims; “near it a large round hole, about twenty feet in circumference, and still clearly discernable, was pointed out as the place where the kanakas, or men, were cooked and devoured by the Chief and his adherents.” His account of the cannibal chief’s demise differs from that told in the prior section on legendary accounts. Per Mathison (1825:405), Herimino’s brother-in-law killed him; but some of his followers continued to stalk and kill their human prey occasionally; “they were not finally extirpated till about forty years ago, when the principal Chief of the island, previous to King Tama-hama-hah [Kamehameha], pursued and killed them all, except one man, whose life accidentally was spared” a child of this man was at the time of Mathison’s writing “a menial dependant [*sic*] upon the present King, and in no respect distinguishable from any of the other natives.”

Between 1838 and 1842, the United States Exploring Expedition, under the direction of Commander Charles Wilkes, visited O’ahu. In 1840, Wilkes (1845:74-75) made the following observation of the terrain and flora of Waialua:

The coast here forms a small bay, and has a dreary aspect on first landing. . . A short distance from the coast an agreeable change is met with, in extensive taro-patches, fish-ponds, and fine fields of sugar-cane. The habitations in this part, are neat and comfortable, and the natives cheerful and clean.

. . . The district of Waialua stretches from the most westerly cape, called Kaena, to Waimea, in the district of Koolaulo [Ko’olaulo], on the northeast, and to Waianae on the southwest, a distance along the coast of above twenty miles. Within this district are a few bays for vessels not exceeding one hundred and fifty tons burden the best of these is Rawailoa [Kawailoa]. Those to the northeast are Waimea, Haula [Hau’ula], Kakua, Moluilui, and Makua. Like all the rest of the places, they are dependent on Honolulu, which is thirty miles distant for a market. A good road might very easily be constructed, and very nearly level, on the plain that lies between the two high mountain ranges which traverse the island from east to west. One of these ranges is called Konahaunui, the other Kaala; the former occupies the eastern end of the island, the latter the western. Both are basaltic. It is remarked of these two ranges, that the soil and growth of the plants are dissimilar; for instance, the kauwila, the wiliwili, the haw [*hao*], and the uhiuhi are found on the Kaala, and are either not found, or only in a dwarfish state, on the Konahaunui; whilst the acacia (koa), and the lehua, do not exist on the former, though growing luxuriantly on the latter.

. . . Part of the Waialua district is cultivated by irrigation, and produces abundantly. Five considerable streams water it from the Konahaunui range, passing down fertile valleys. The largest of these is quite sufficient to supply motive power to the whole year round. . . From sources that are to be depended upon, I was informed that there are upwards of thirty square miles in the Waialua district that can be cultivated without irrigation.

Of the Native Hawaiians of Waialua, “having but few wants, and those easily supplied” Wilkes (1845:75) states: “they cannot yet be induced to change their ancient dwellings for better habitations, and still adhere with pertinacity to their thatched grass huts, without floors or windows, and destitute of ventilation.” Wilkes (1845:77). also reports on births and deaths in Waialua district: in 1836, there were thirty-four births and ninety deaths recorded; in 1839, there were fifty-six births and one hundred and eighty-five deaths. In addition, over four hundred marriages were entered into between 1832 and 1839; and the population declined from 2,640 in 1832 to 2,415 in 1836, which he attributed to sterility and abortion.

Regarding resources and trade across the Hawaiian Islands, Wilkes (1845:261) mentions the ongoing pursuits of the Hawaiians in supplying visiting whaling fleets and that sugar cultivation had begun to take over the for the failed sandalwood trade; and stated the following:

The islands produce but little, and their consumption of foreign products is necessarily small. The capabilities of the islands have generally been underrated, for their soil and climate are suitable for raising all tropical productions in considerable quantities, and at a moderate cost. But very little investment of capital has yet taken place, and the business that has induced the establishment of several commercial houses has been more that of transit than for the purpose of supplying the consumption of the islands, or obtaining their exports.

In his discussion of the life and death of Kamehameha III (b. August 17, 1813; d. December 16, 1854) in *Ruling Chiefs of Hawaii*, Kamakau (1992:422-423) tells of the young king's proclamation for his government to be one of learning, "in which chiefs should teach commoners and each one teach another." His (Kamakau 1992:423) poetic description goes on to mention Waialua and Wahiawā as follows:

. . . The concert exercises by which they were taught delighted the people. The rhythmical sound of the voices in unison as they rose and fell was like that of the breakers that rise and fall at Waialua or like the beat of the stick hula in the time of Pepe-io-holani and Ka-lani-'opu'u.

<i>A ea mai ke kai o Waialua,</i>	Let the sea of Waialua rise,
<i>Wawa no'olelo 'oko'a i pali</i>	Let the roar echo over the hills,
<i>Nunu me he ihu o ka pua'a hae la,</i>	Rumble like the grunt of the wild pig.
<i>'Ako ka lau o ka nalu pi'i i ka pali,</i>	Let the rising wave break the leaf from the cliff.
<i>Ku pali Kaiaka i ka'ino,</i>	Kaiaka cliff stands above the storm,
<i>'Ino ka lae o Kukuilau'ania,</i>	Stormy is the cape of Kukuilau'ania,
<i>He Maka-nui.</i>	Windy indeed it is!
<i>Makani me he ao la ka leo o ke kai,</i>	The voice of the sea rises upon the wind,
<i>Kuli pa'ia wawa ka uka a Lihu'e,</i>	Deafening those in the uplands of Lihu'e,
<i>O me he'oka'a la i ke kula,</i>	As it is borne over the plain,
<i>Ke kula hahi a ke kai e halulu nei,</i>	The rumbling of the sea treading upon the plain,
<i>Halulu ma ke Ko'olau,</i>	Rumbling over Ko'olau,
<i>Ho'olono 'Ewa,</i>	'Ewa hearkens,
<i>'A'ole i'ike i ka po ana a ka nalu,</i>	She has not seen the rising of the waves
<i>Kuhihewa wale no Wahiawa – e.</i>	And mistakes it for Wahiawa.

Kamakau (1992:424) continues by saying "schools were built in the mountains and in the crowded settlements" and mentions Wahiawā and Halemano specifically. Kamakau (1992:424) reports that between fifty and two-hundred pupils attended each school under Kamehameha III's rule and that "Oahu was then thickly populated." He goes on to lament the drastic population decline thusly, "It is sad to see how in so short a time whole villages have vanished leaving not a man. . . And as the kingdom of letters moved quickly so also moved the kingdom of God. . ." (Kamakau 1992:424-425). This significant decline in the native population was already felt a mere fifty years after Hawaii's first contact with Europeans and Americans. Meanwhile, the Western population kept increasing. Maly (1998:36) summarizes the reasons for the rapid decline of native populations thusly:

Overall, historic records document the significant effect that western settlement practices had on Hawaiians throughout the islands. Drawing people from isolated native communities into selected village parishes and Hawaiian ports-of-call, had a dramatic, and perhaps unforeseen impact on native residency patterns, health, and social and political affairs. In single epidemics hundreds, and even thousands of Hawaiians died in short periods of time.

In a letter dated October 22, 1847 to the Minister of the Interior John Young, rancher James Robinson requested to lease the land called Wahiawā from the government (HSA 1847b); the reason for his request was as follows:

The reason we are desirous of having said land is the difficulty of keeping our cattle at Halemano from running on Wahiawa, which they are now in the habit of doing. If any other person should get said land it might cause trouble to us, and we therefore offer you an annual rent of \$150, for the above term [of 50 years].

Robinson goes on to state that "the land has not been surveyed but the ancient boundaries are well known to the natives, and can easily be pointed out" (HSA Interior Department-Lands, incoming letter October 22, 1847). In a subsequent letter dated October 27, 1847, G.M. Robertson (HSA 1847a) states that Wahiawā was close to Robinson's land in Halemano and that there was "no other land between" and that Wahiawā belonged "to Waianae." In this same letter, Robertson (HSA 1847a) mentions Robinson's interest in wishing to cultivate cotton. A notation written in pencil at the bottom of the letter and initialed G.M.R. reads as follows: "The Ahupuaa of Waianae belongs to the King & I believe Wahiawa is included in it." On the reverse of the same letter, also in a pencil-written note is the following statement: "Resolved, that the Minister of Interior make a thorough inspection, and to lease the land, upon giving their consent to plant same in cotton" (HSA 1847a).

## THE *MĀHELE* 'ĀINA OF 1848

The profound religious, socioeconomic, and demographic changes that took place in the early 1800s resulted in the establishment of a Euro-American style of land tenure, and the *Māhele* 'Āina of 1848 or Great *Māhele* was the vehicle used to divide the land between the crown, government, *konohiki*, and native tenants. Prior to this land reformation, all the land and natural resources of Hawai'i were held in trust by the *ali'i* who, in concert with *konohiki* land agents, meted out use rights to the native tenants at will.

During the *Māhele* all lands were placed in one of three categories: Crown Lands (for the occupant of the throne), Government Lands, or *Konohiki* Lands; all three types of land were subject to the rights of the native tenants therein. The *ali'i* and *konohiki* were required to present their claims to the Land Commission to receive a Land Commission Award (LCAw.) for lands provided to them by Kamehameha III. They were also required to provide commutations to the government in order to receive royal patents on their awards. The lands were identified by name only, with the understanding that the ancient boundaries would prevail until the land could be surveyed. This process expedited the work of the Land Commission and subsequent land transfers (Chinen 1961). Native commoners could also register claims for land with the Land Commission, and if substantiated, they would receive a LCAw., often referred to as a *kuleana*; upon confirmation of a claim, a survey was required before the Land Commission could issue a *kuleana* award.

The *ahupua'a* of Wahiawā was not named or claimed in the *Māhele* (Soehren 2008); and no *kuleana* awards were issued within or in the vicinity of the current study area. In contrast during the *Māhele*, chiefess Victoria Kamāmalu turned over parts of Kamananui “as commutation of the royal right,” which along with the remainder of the *ahupua'a* “became government lands when the king divided his holdings between public and Crown property” (Sahlins 1992:190 n.16). According to the Waihona 'Āina Database, twenty-seven *kuleana* claims were made within Kamananui Ahupua'a, of which only two were awarded in coastal Kamananui.

## WAHIAWĀ AND THE GREATER WAHIAWĀ DISTRICT AFTER THE *MĀHELE*

The reason Wahiawā was not claimed during the *Māhele* is that, in 1850 a resolution of the School Act was adopted at a meeting of the Privy Council which appropriated lands across the Hawaiian Islands “for the general purpose of education” and “to provide for the better support and greater efficiency of the public schools” (HSA 1850). Included in this resolution was Wahiawā in Waialua, which was classified as “remnant/leased” and not associated with a grant number or *Māhele* award number (MA/LCAw.). In a memo dated February 21, 1851, A.G. Thurston wrote on behalf of the Minister of the Interior to inform Reverend J.S. Emerson of Waialua that because Wahiawā had been set apart as one of the School Lands by resolution of the Privy Council, Emerson was “no longer at liberty to sell any portion of it & that all persons wishing to purchase there will be under the necessity of applying to the Minister of Public Instruction” (HSA 1851). Figure 15 shows the study area within Wahiawā, which is labelled as “School Land” on an 1881 Hawai'i Government Survey map.

Following the *Māhele*, the Hawaiian kingdom initiated a grant program in an effort to encourage more native tenants to engage in fee-simple ownership of parcels of land. These parcels consisted primarily of Government lands—those lands given outright by the King or commuted to the Government by the *ali'i* in lieu of paying the commutation fees on the parcels awarded them during the *Māhele*. These land grants ranged in size from roughly ten acres to many hundreds of acres—larger than those generally available through the Land Commission. When the sales were agreed upon, Royal Patents were issued and recorded following a numerical system that remains in use today. The process for applications was clarified by the “Enabling Act,” which was ratified on August 6, 1850. The Act resolved that portions of the Government Lands established during the *Māhele* should be set aside and sold as grants. The stated goal of this program was to enable native tenants, many of whom were not awarded *kuleana* parcels during the *Māhele*, to purchase the lands upon which they lived, or land that they felt they could cultivate (Maly 1998). Despite the stated goal of the grant program many of the Government Lands were eventually sold to foreigners.

In 1852, most of the acreage that comprises the northwestern portion of the current study area was part of Grant 973, issued to James Robinson, Robert Lawrence, & Robert W. Holt. On the survey map (Figure 16) that accompanied their application, Grant 973 comprised “1943 acres of land in Wahiawa, Oahu, as described in this draught, not including the 185 acres granted to Paaluhi [Grant 1092, located to the east of the study area]” (Emerson 1852). However, Grant 973 appears as 1,492 acres on the official Government Grant paperwork and a 1901 map of the lands belonging to Waialua Agricultural Company, a plantation that will be discussed in detail in a forthcoming section.

The remainder of the study area on the north bank of the north fork of Kaukonahua Stream comprises the southern portion of Grant 606, issued to A.S. Cooke. The Grant 973 survey map depicts this area as of “1510 eka [acres] so Pd to Bishop Cooke & Rice – bounded by Castle land by the rivers & dotted lines” (see Figure 16); however, it is not labelled with a corresponding grant number. In contrast the 1881 map above shows this portion of the study area clearly within Grant 606 to A.S.C. labelled as 515 acres (see Figure 15). Also on the 1881 map, the portion of the study area located along the south bank of the north fork of Kaukonahua Stream is labeled School Land lease 1480A (see Figure 15), while the 1852 Grant 973 map shows the area labeled “No 1” and described as follows: “a strip of Wahiawa joining Kolakoa of about 3.4 eka [acres]” (see Figure 16).

Shortly after these grants were secured, in 1859, “the differences between names and boundaries of ancient geographic districts in common usage, and those referred to in the *Mahele* of 1848 and in the *Laws* of 1840 and 1847, were adjusted by act of the legislature” (King 1935:216). King (1935:216) then cites Section 498 of the Civil Code of 1859, as follows (underline added for emphasis):

For taxation, educational and judicial purposes, the several islands shall be divided into the following districts:

The island of Oahu shall be divided into five districts, as follows: 1. From Maunaloa to Moanalua inclusive, to be styled the Honolulu district; 2. Ewa and Waianae to be styled the Ewa district; 3. Waialua; 4. Koolauloa; 5. Koolaupoko.

Thus, O‘ahu’s districts were reduced from six to five with the consolidation of ‘Ewa and Wai‘anae districts, into ‘Ewa.

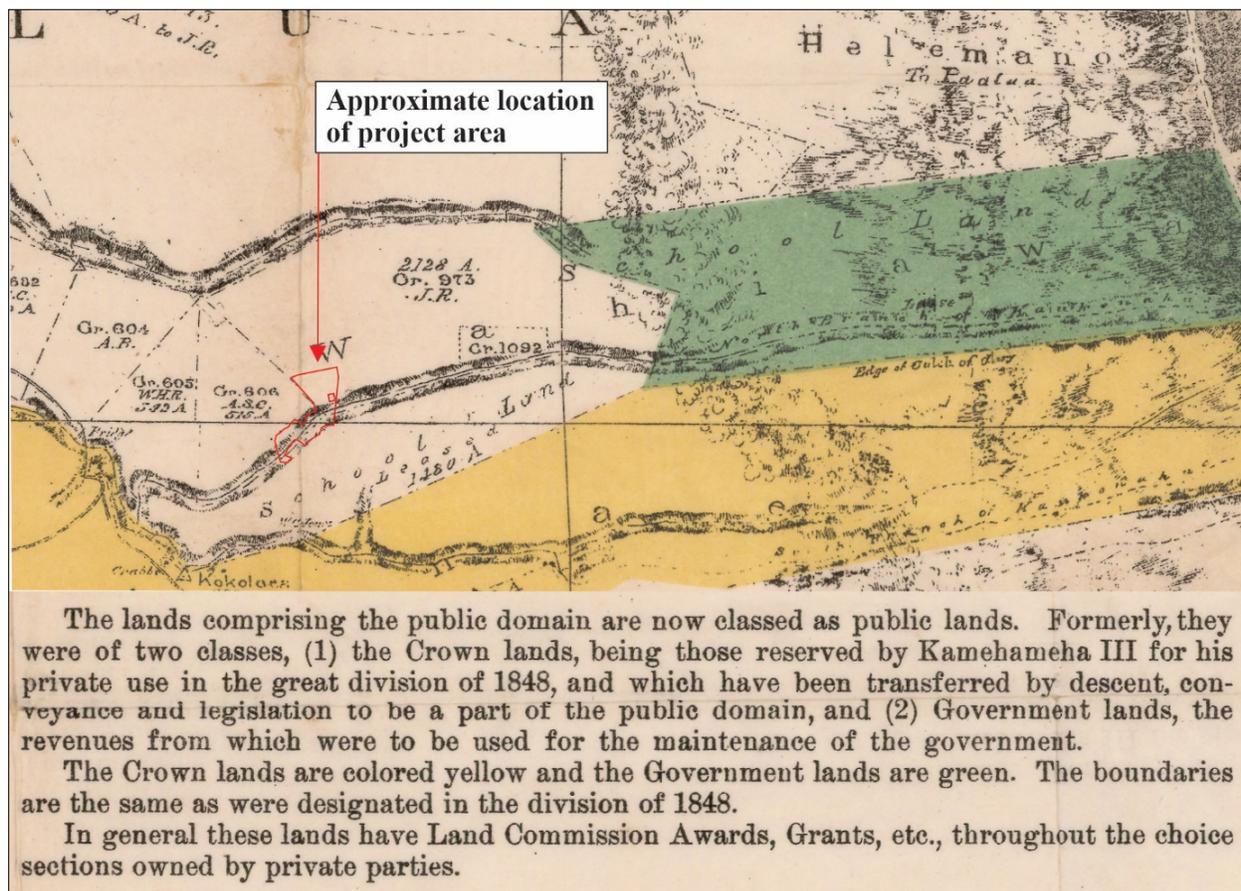


Figure 15. Portion of 1881 Hawai‘i Registered Map 1381 showing project area location and Wahiawā as school land with associated notations from the map legend (after Lyons and Covington 1881).



In 1862, the Commission of Boundaries (Boundary Commission) was established to legally set the boundaries of all the *ahupua'a* that had been awarded as part of the *Māhele*. However, boundary descriptions were not collected for all *ahupua'a*. The primary informants for the boundary descriptions were old native residents of the lands, many of which had also been claimants for *kuleana* during the *Māhele*. This information was collected primarily between 1873 and 1885 and was usually given in Hawaiian and transcribed in English as they occurred. Based on a review of Boundary Commission documentation housed at the Hawaii State Archives (HSA), certification of the boundaries of “the Crown Land of Waianae Uka and the School Land of Wahiawa” were recorded under the same entry (Commissioners of Boundaries n.d.:Volume 1:344). On September 4, 1869, the Commissioner of Boundaries for the Island of Oahu, W.P. Kamakau, certified the boundaries between Wai‘anae Uka and Wahiawā; and filed the permanent boundaries as of January 28, 1876. The following excerpt is taken from the Boundary Commission book (Commissioners of Boundaries n.d.: Volume 1:344-345):

The boundary line between Waianae Uka and Wahiawa is as hereinafter mentioned that is to say.

Beginning at the South end of the Bridge over the Kaukonahua river, the boundary will run South 27° 41' East true bearing 611 feet to a marked Stone, and thence along the top of the bank on the South side of the Kaukonahua gulch.

North 81° 5' East 446 feet.

South 5° 42' East 337 feet.

South 1° 55' East 1131 feet

South 47° 5' East 778 feet and thence along the edge of the bank to a point.

South 74°38' East 1809 feet from the last.

Thence along the edge of the bank. South 14° 48' East 1245 feet to an ancient Kahua Maika at a place, called Kokoloea.

Thence South 60° 34' East 705 feet to a concrete post, which is a trig Station of the Government Survey near the 19<sup>th</sup> mile stone from Honolulu.

Thence the boundary will run. North 72° 50' East in a straight line 4312 feet to a red wood post on the South side of the Southern branch of the Kaukonahua river at a place called “Paha” opposite a Koa Tree where the ancient boundary will run North 67° 01' East true bearing (Magnetic North 58° East) 15,494 feet to a marked Koa Tree near the South side of the Wahiawa gulch. Thence the boundary follows the top of the “pali” on the South side of the Wahiawa gulch, to the summit of the dividing ridge between these lands and Koolau, this last point being:

North 76° 02 East true 44,114 feet from the aforesaid post near Kokoloea.

Within the same boundary commission volume as reported under the description of the Ahupua‘a of Waianae, Commissioner of Crown lands John Dominis requested that the boundaries of Waianae be settled, in November of 1868. The boundary notes for Wai‘anae Ahupua‘a mention that Wahiawā to the north is for the school (*Aoao Akau Wahiawa no ke Kula*); and further testimony given by Kekau for Waianae talks about the upper/inland portion of Wai‘anae Ahupua‘a being adjacent to Wahiawā. However, in a letter dated October 6, 1870 W.P. Kamakau states that portions of the boundary between Wahiawā and Wai‘anae were questionable, based on the information he gathered from a Wai‘anae resident (HSA 1870b).

In a response to Kamakau’s claim about the boundary dispute between the Wahiawā School Lands and the Crown Lands of Wai‘anae dated January 6, 1870, Attorney General, Stephen Phillips recommended against making the dispute a public controversy. Phillips goes on to say, “the commissioner of Crown Lands, although they unquestionably desire a thorough investigation of the boundary dispute will not desire to secure any result through a misunderstanding.” And concludes the letter in the following manner “as a majority of the commissioners of Crown Lands are also members of the Board of Education, it is hardly to be supposed that they will desire so much unnecessary trouble”(HSA 1870a).

Despite the opinion of some that Wahiawā was part of Wai‘anae, a letter dated December 5, 1865 refers to the School Lands called Wahiawā in Waialua (HSA 1865); as do other letters dated January 11, 1866 and March 22, 1867 (HSA 1866, 1867). Another document dated September 22, 1875—a solicitation for purchase or lease of Wahiawā lands at Waialua to make “permanent improvements and to develop the resources of the Island of Oahu”—provides other details about the current study area (HSA 1875b). In this letter, W.G. Jones describes Wahiawā as comprising “the peninsula between the West and East branches of the Kaukonahua Stream” and the “land which lies makai or West of the East branch of the Kaukonahua Stream. . . in all containing an area of 682 acres.” Jones also offers to

purchase only the land in the “peninsula,” if “the Board [of Education] does not desire to sell or lease the portion makai or West of the East branch of Kaukonahua, owing to the unsettled condition of the boundary, of that tract”; as well as “lease the unsurveyed mountain portion of Wahiawa.” Thus in 1875, the boundaries of Wahiawā remained somewhat unclear contrary to Robinson’s aforementioned 1847 claim.

In another (undated) letter received by the Minister of the Interior September 23, 1875, Jones offers to “purchase all the remaining interest in the School Lands of Wahiawa, District of Waialua” and “have the lands surveyed and the boundaries settled at my own expense” (HSA 1875a). Other correspondence from 1877 shows W.G. Jones still interested in purchasing portions of land at Wahiawā and mentions a 10-year lease he entered into on October 15, 1875, culminating in a letter dated September 27, 1877 to the Board of Education in which he requests permission to transfer his lease of Wahiawā to Gilbert Waller who wished to plant cane “and thus improve the value of the land” (HSA 1877c). Per Jones, he had “already made valuable improvements and placed buildings upon the land, and Mr. Waller designs to make greater and more valuable improvements.” The transfer was finalized in a resolution of the Board of Education on October 13, 1877. In a letter dated October 4, 1877 Waller requested that his newly acquired lease be extended from ten to twenty years for him to “get the water from the gulch on to the main-land for use for irrigation etc.” (HSA 1877a). Waller offered to bind himself “to bring on the water from the Kaukonahua Stream and leave the auwai in good working order at the expiration of the lease” or to purchase the land at Wahiawā in its entirety. This proposal was accepted by the Board of Education as evidenced by a subsequent letter from Waller dated October 16, 1877 in which he expressed his agreement and acceptance of the terms (HSA 1877b).

Another minor change to district boundaries occurred in 1886, when Waialua District was expanded to include Waimea Ahupua‘a, originally in Ko‘olauloa District (King 1935:218). As of 1896, Wahiawā was still considered School Lands under the jurisdiction of the Board of Education as referenced in a letter from Mark P. Robinson dated March 11, 1896, in which he requested a 30-year lease of the unsold lands of Wahiawā (HSA 1896).

In 1909, Act 84 of the Session Laws of 1909 once again divided O‘ahu into six districts, which separated Waianae and ‘Ewa, and expanded Waialua District from “Kaena Point to and including the ahupuaa of Waimea and Waia-nae Uka” (King 1935:220), which were formerly parts of Ko‘olauloa and Wai‘anae districts, respectively. No additional changes were made until 1913 when Act 112 of the Laws of the Territory of Hawaii created a new landlocked district named Wahiawā, “in which the *ahupuaas* of Wahiawa and Waianae Uka were taken from Waialua [District] to form this new and seventh district of Oahu” (King 1935:221). As a result of this new configuration, the current study area falls within Wahiawā District, as it appears in a 1902 map reproduced as Figure 17, below.

King (1935:221) goes on to explain the motivation for this change as follows:

In 1899, a tract of some 1320 acres of Wahiawa, formerly in pasture, was subdivided into agricultural homestead lots and by 1913 quite a community had developed in this section whose aspirations for independence from Waialua district were met by the creation of a new district.

As previously mentioned, the *ahupua‘a* of Wahiawā was not named or claimed in the 1848 *Māhele ‘Āina* (Soehren 2008), but it does appear in the 1852 map that accompanied the grant application for Grant 973 (reproduced as Figure 15 above). The map is labeled “Tracing of the Map of Wahiawa, Waialua, Oahu,” which indicates that Wahiawā in this context was a smaller land division within Waialua District. Two other notations on the same map read as follows: “East of the western branch and west of the eastern is a strip of Wahiawa joining Kalakoa of about  $\frac{3}{4}$  eka [acre]” and “The division line between Wahiawa and Kalakoa.” These are references to Kalakoa, which is defined by Soehren (2008) as “a point on the Wahiawa boundary,” within Wahiawā Ahupua‘a based on Boundary Commission Testimony.

In the session laws of 1925, “the district of Wahiawa on Oahu was expanded on its north and south sides by taking respectively from Waialua and Ewa, large irregular tracts of land” (King 1935:222). King (1935:222) goes on to explain the next suite of changes to impact the current study area as follows:

In the special sessions of 1932, at the time many of the tax laws were repealed, generally overhauled and new laws enacted, it was deemed necessary and convenient to revise the boundaries of certain districts on Maui and Oahu. These changes also fitted in with the population areas for election and other purposes and no difficulty was encountered in making them.

King (1935:223) continues thusly (underline added for emphasis),

The incongruous boundaries of Wahiawa on Oahu created in 1925 were abrogated and the district restored to its boundaries of 1913, to which were added small tracts of land in Ewa and Waialua acquired by the United States and included within the Military Reservation of Schofield Barracks”

As Act 68 of the Second Special Session of 1932 remains in force to-day [at the time of his writing, ca.1935], it is herewith, quoted in full:

SECTION 2. Subdivision 3 of Section 144 of the Revised Laws of Hawaii 1925, as amended by Act 13 of the Session Laws of Hawaii 1925, is hereby amended to read as follows:

**3-**

The island of Oahu shall be divided into seven districts as follows:

- 1 From Makapuu Head in Maunaloa to Moanalua inclusive, and the islands not included in any other district, to be styled the Honolulu district;
2. Ewa, to be styled the Ewa district;
3. Waianae excluding Waianae Uka to be styled the Waianae district;
4. From Kaena point to and including the ahupuaa of Waimea excluding Wahiawa, hereinafter described, to be styled the Waialua district;
5. From Waimea to Lae o ka Oio. to be styled the Koolauloa district;
6. From Lae o ka Oio to Makapuu Head in Waimanalo. to be styled the Koolaupoko district;
7. Wahiawa and Waianae Uka lying between Ewa and Waialua districts and more particularly described in the following manner: Beginning at Puu Kaaumakua in the Koolau range and running to and along the south boundary of Waianae Uka (which is also the south boundary of Schofield Barracks Military Reservation) to Puu Hapapa in the Waianae range; thence continuing along Schofield Barracks Military Reservation northerly along the Waianae range to Puu Kaala, easterly along Mokuleia down ridge to Puu Pane, continuing to Maili Trig. Station, and down ridge to Haleauau stream and down Haleauau stream to Kaukonahua gulch, and easterly along said gulch to the west boundary of the ahupuaa of Wahiawa; thence leaving Schofield Barracks Military Reservation and following up and along the west and north boundaries of the ahupuaa of Wahiawa to the Koolau range: thence along the Koolau range to the beginning; to be styled the Wahiawa district.

Regarding the etymology of Wahiawā, Pukui et al. (1974:218) translate it as “place of noise” and add that “rough seas are said to be heard here” as recorded by Emerson (1915) in the Legend of Hi‘iaka presented above. Handy et al. (1991), further explain that the sound of rough seas was said to be carried inland from the coast, as reflected in some of the *mo‘olelo* and *mele* presented in the preceding section on legendary accounts.

In sum, Wahiawā Ahupua‘a has been associated with three districts: Wai‘anae, Waialua, and Wahiawā over time. Following the *Māhele* however, this land division was considered to either be within the district of Waialua or Wahiawā. The current study area is situated within the western portion of Wahiawā Ahupua‘a, which comprises the northern portion of Wahiawā District (Figure 18).

2. Background

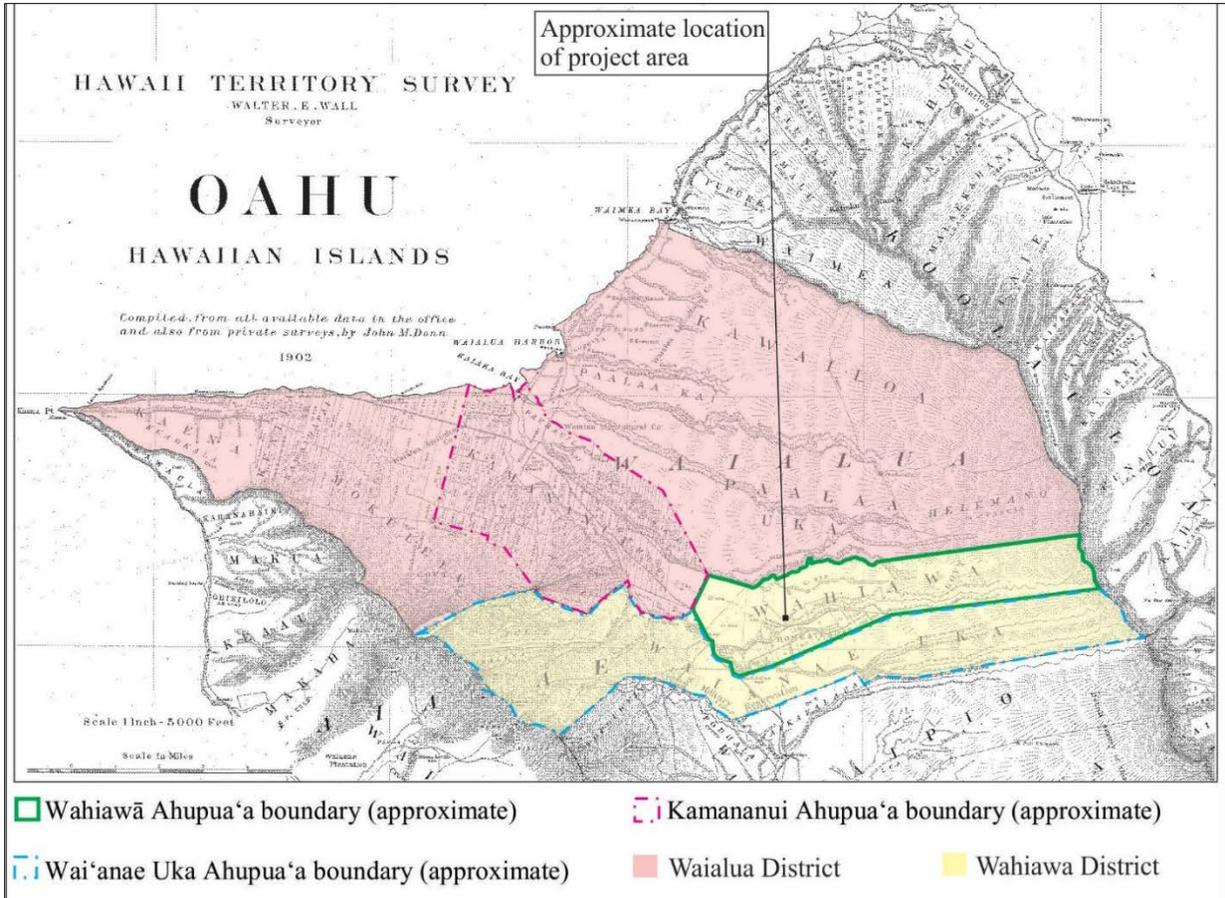


Figure 17. Portion of 1902 Hawai'i Registered Map 2374 showing the project area location within Wahiawā Ahupua'a, Wahiawā District at that time (after Donn 1902).

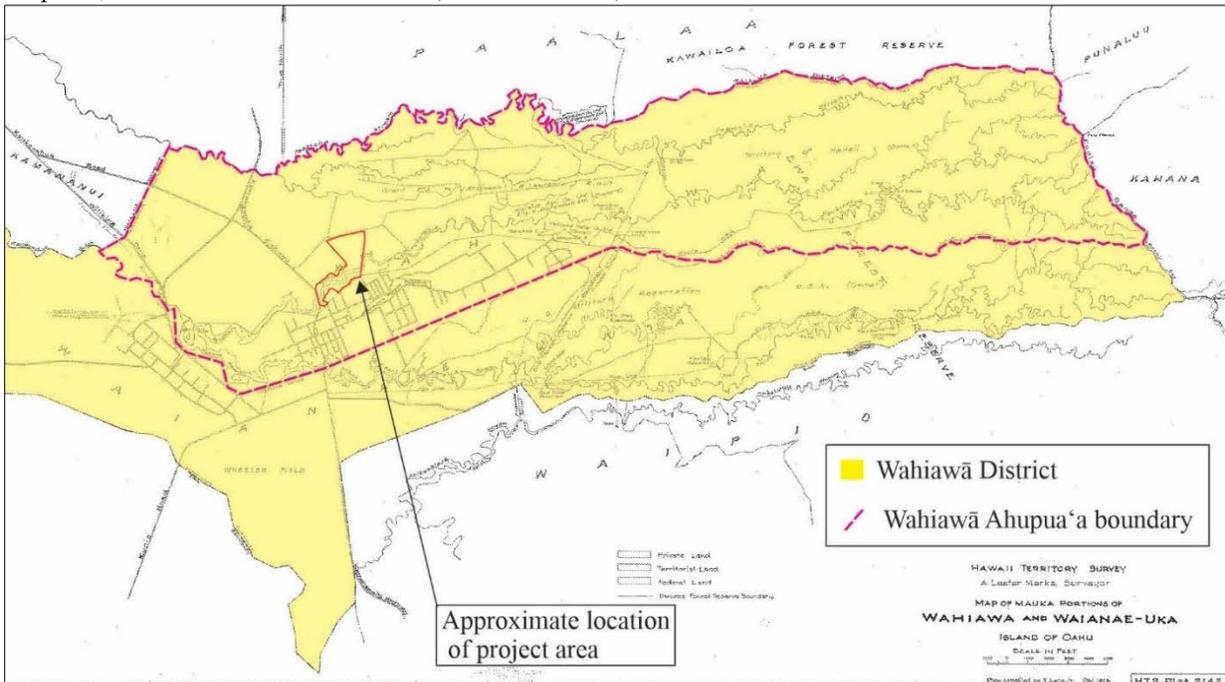


Figure 18. 1948 Hawaii Territorial Survey Map 2142 showing the project area within Wahiawā Ahupua'a and District. (after Marks 1948).

### *Post-Māhele Historical Accounts (1850-1880)*

In the decades following the *Māhele*, more visitors and foreigners who settled in Hawai‘i, as well as Native Hawaiian Historians began recording their observations of daily life in the Hawaiian Islands. For instance, in *Fragments of Hawaiian History*, Historian John Papa Ii (1800-1870) recounts details of the extensive trail networks throughout leeward O‘ahu as he had experienced them in the early 19<sup>th</sup> century. Ii (1959:98) described a major trail, generally following the current alignments of several state and federal highways; portions of this trail connected coastal Waialua with inland Wahiawā (Figure 19):

From the stream of Anahulu and from Kamani, above the houses and taro patches, a trail stretched along in front of Kuokoa’s house lot and the church. This trail went on to meet the creeks of Opauala and Halemano, the sources of the stream of Paalaa, on down to the stream of Poo a Moho, and on to the junction where the Mokuleia trail branched off to Kamananui and Keawawahie, to Kukaniloko, the birthplace of chiefs.

Another brief account composed by Thrum (1901:9) speaks of the history and of travel upon the road connecting Honolulu with Waialua, which was published in the *Hawaiian Almanac and Annual for 1902*, as follows:

The road to Waialua, Oahu, was completed about 1850, but a local paper of August, 1852, records the fact “that a lady performed the trip recently from Honolulu to Waialua in a wagon in one day. This is the first time, we believe, a wagon has ever passed over this [*sic*] 30 miles of road.

During the early 1870s, American journalist Charles Nordhoff visited the Hawaiian Islands and documented his travels in his book titled *Northern California, Oregon, and the Sandwich Islands* originally published in 1874. He made the following recommendations to his readers to indulge themselves with a ride around the island of O‘ahu.

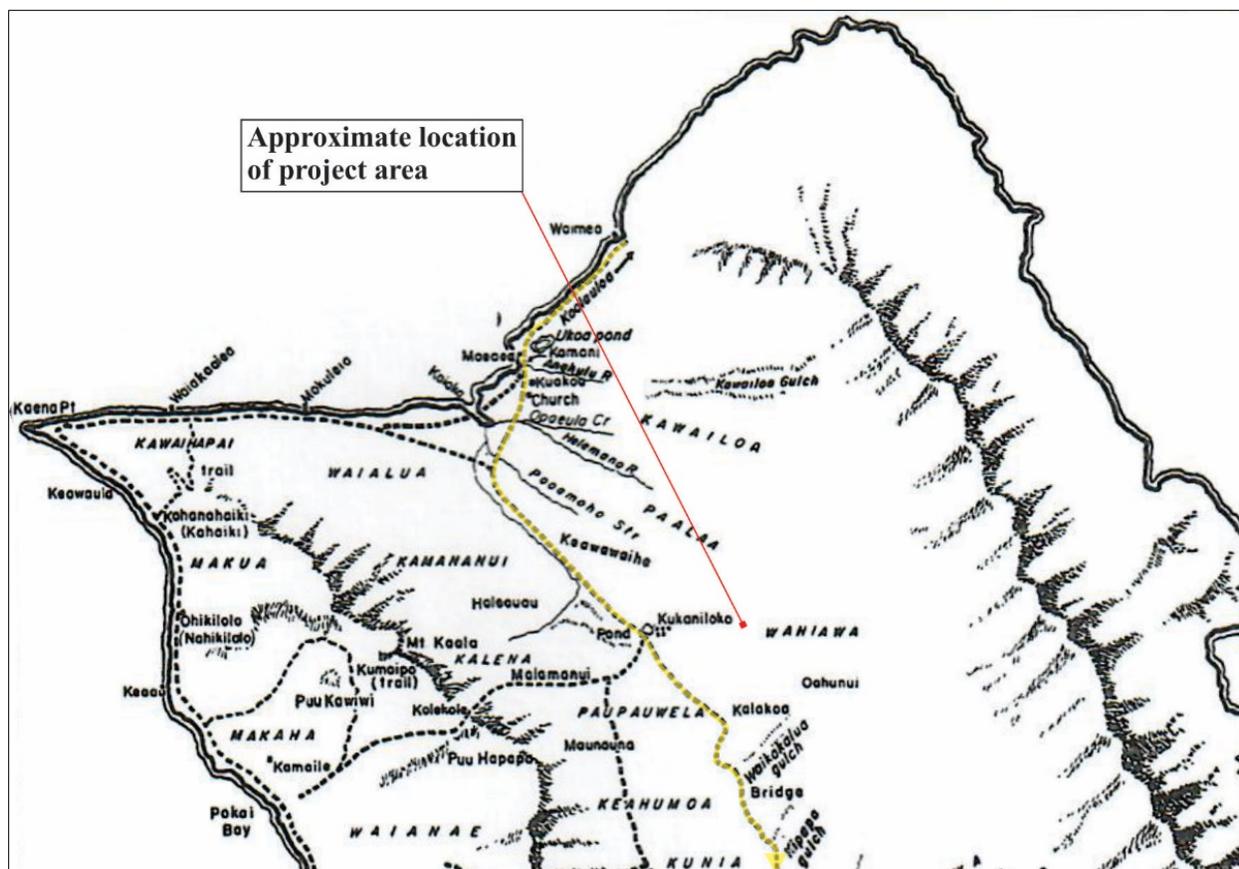


Figure 19. Portion of map by Rockwood based on descriptions by Ii (1959:96) showing a trail near the project area highlighted in yellow.

Per Nordhoff (1874:32), all you needed were four days, the ability to sit in the saddle, and a pack-mule; he continues as follows:

. . . you will sleep every night at a plantation or farm. The roads are excellent for riding, and carriages have made the journey. . . If you are accustomed to ride, and can do thirty miles a day, you should sleep the first night at or near Waialua, the next at or near what is called the Mormon Settlement [Laie], and on the third day ride into Honolulu. If ladies are of your party, and the stages must be shorter, you can ride the first day to Ewa, which is but ten miles; the next, to Waialua, eighteen miles further. . . Any one [*sic*] who can sit on a horse at all will enjoy this excursion, and receive benefit from it; the different stages of it are so short that each day's work is only a pleasure. On the way you will see. . . near Waialua an interesting boarding school for Hawaiian girls, in which they are taught not only in the usual school studies, but in sewing, and the various arts of the housewife. If you are curious to see the high valleys in which the famous Waialua oranges are grown, you must take a day for that purpose.

In a chapter devoted to his travels on O'ahu during the first half of 1880, George Bowser (1880:489) made the following observations of neighboring Kamananui and greater Waialua District and mentions the commercial sugar plantation of Halstead and Gordon, which was the precursor to Waialua Agricultural Company—discussed in the next section:

Leaving this spot [Waimea Valley], which must hereafter become the seat of a considerable population, I followed the Waialua road, which follows the sea beach for about a mile and a half. At this place, between the beach and the cultivable land, there lies a strip about half a mile wide composed of nothing but boulders. . .

Again I passed on to another fertile valley, the Kamananui. At the head of this, closeup to the mountains, is the sugar plantation of Messrs. Halstead & Gordon, one of the most extensive and valuable on the island of Oahu. Mr. Halstead is a thoroughly experienced manager, and everything on the place has thrift and industry written on the face of it. I was made right at his hospitable house, where he resides with Mrs. Halstead and his family. A lovely view of the ocean is to be had from the front of the house, and when I was there the scene was further enlivened by the presence of a fine schooner in full sail on her way to Honolulu. There is plenty of good fishing in this valley; both fresh and salt water fish being abundant. Excellent shooting, too, is available for the sportsman.

At Waialua I found no less than three native churches, a female seminary, three native schools and St. Stephen's Episcopal Mission School.

### **Waialua Agricultural Company (1898-1996)**

The history of Waialua Agricultural Company is directly linked with that of B. F. (Benjamin Franklin or "Frank") Dillingham's Oahu Railway and Land Company (O. R. and L.) and Jim Dole's Hawaiian Pineapple Company, which will be discussed in further detail below. The following history of the O. R. and L. is taken largely from a biography of Dillingham penned by Yardley (1981). In June of 1888, William R. Castle introduced the Dillingham Bill, which was not approved as it was initially proposed but the government drafted another bill and on September 11, 1888 King Kalakaua signed the railroad bill in favor of Dillingham (Yardley 1981:127). Although railroads, largely associated with the sugar industry, were already in operation around Hawai'i Island, O'ahu was undeveloped in comparison. According to Yardley (1981:131), "Kalakaua's signing of the railroad bill signaled the start of a year and a half of frenetic activity during which B. F. Dillingham changed the map of Oahu forever."

On February 4, 1889, Lorrin A. Thurston, Minister of the Interior, issued a charter for the O. R. and L. as a railroad as well as a land development company. On March 8, 1889, the formal groundbreaking took place at Moanalua. On September 4, 1889, nearly 150 people rode a little over a mile from the terminal at Iwilei Road to the rice fields in Kapālama. In 1893, Dillingham secured a contract to extend the O. R. and L. to Waianae and beyond to Kahuku, a total of fifty-four miles. On July 4<sup>th</sup>, 1895 the railroad celebrated its completion to Waianae.

In 1897, Dillingham acquired control of ranch lands in Kawailoa and Mokulē'ia *ahupua'a* for a total of 7,000 acres for the commercial cultivation of sugar cane in Waialua District (Yardley 1981). Dillingham had his sights on Gordon and Halstead & Sons (Halstead Brothers) Plantation—a small sugar operation comprising several hundred acres in Waialua and hoped to extend the O. R. and L. around Ka'ena Point to the Halstead mill on the north shore of O'ahu (Figure 20). In June of 1898 the O. R. and L. finally reached Halstead Mill at Waialua (Yardley 1981:194). By this time, Dillingham was closer to his goal of creating a large sugar plantation in Waialua, but the Halstead Brothers Plantation would need to modernize as well as expand in acreage. For instance, before the O. R. and L. reached Waialua, the cane grown at Halstead Plantation was hauled to their mill using ox-drawn carts rather than a narrow-gauge railroad system as on most larger

plantations; and the sugar produced “was carried in longboats to schooners or small steamers lying offshore and then taken to Honolulu for reshipment” (Yardley 1981:130). Furthermore, Halstead Plantation was “surrounded by thousands of uncultivated acres divided into small parcels with numerous owners, many of them Native Hawaiians” (Dorrance and Morgan 2000:47). Thus, in October of 1898, at the behest of Dillingham, Castle & Cooke acquired 10,000 acres of land for sugar cultivation and 12,000 acres at higher elevations that would prove more suited for pineapple cultivation to form Waialua Agricultural Company, Ltd. (WAC) (Taylor et al. 1976).

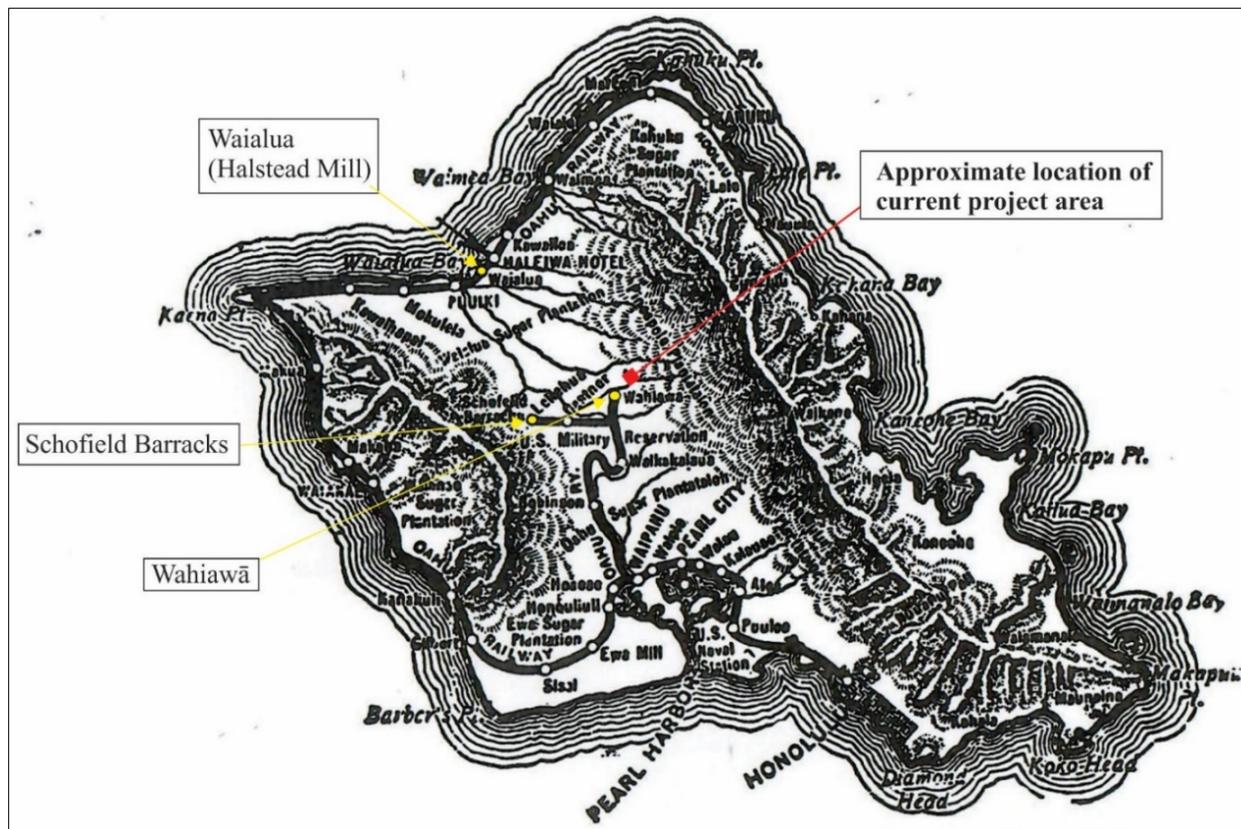


Figure 20. The completed O. R. and L. including the project area location relative to other locales mentioned in the discussion (Bishop Museum photo as reproduced in Yardley 1981:198).

Castle & Cooke was founded in 1851 by American missionaries Samuel Northrup Castle and Amos Starr Cooke who built their partnership into one of the most successful Hawai‘i based corporations through over a century of investments and land acquisitions. WAC acreage (Figure 21) comprised Halstead Brothers Plantation, lands sublet from Dillingham, and lands leased from Bishop Estate, in addition to lands leased and purchased from private owners (Dorrance and Morgan 2000). Per Taylor et al. (1976:130) The acquisition was not without its challenges however; for,

Waialua sprawled over rugged terrain at many altitudes; it had a heavier, but by no means dependable, rainfall, and the land ownership was a jumble. Many of Waialua’s water rights dated from ancient taro patches, irrigated by the mountain waters ever since the Polynesians settled Oahu. Leases or fee-simple titles had to be negotiated with hundreds of ownerships, covering cane lands, water rights, forest reservations, ranch lands, and lands not suited for cane but necessary for investment protection. Some of the owners or lessees had, in turn, leased to small cane, rice, taro, and pineapple growers.

WAC operated at a deficit for nearly ten years but 1908 marked WAC’s first profits, which coincided with the successful completion of a major irrigation project (Taylor et al. 1976). This engineering feat consisted of the damming of Kaukonahua Stream to catch and divert the rainfall of the Ko‘olau mountains: “By 1928 the engineering that rerouted the rainfall put Waialua’s annual sugar production into the 50,000-ton class along with Ewa [Plantation]. Waialua was to join Ewa as two of the largest, most efficient sugar plantations in Hawaii” (Taylor et al. 1976:131).



Another important development devised by WAC was the use of derrick loading to move harvested cane onto the railway cars in the cane fields, which was first implemented in 1920 (Dorrance and Morgan 2000). In addition, WAC installed a 450-kilowatt hydroelectric power plant at Kaukonahua in 1916 that could produce excess power, which WAC could sell for profit (Wilcox 1996:170). However, “it was almost impossible to have a lone operator stay up there at night on account of the ghosts: it was two men or nothing” thus, “as it would have cost too much to automate for the small amount of power the plant produced, it was closed in 1960” (Wilcox 1996:170). In her book titled *Sugar Water*, Carol Wilcox (1996:109) presents the following information about how WAC, then known as Waialua Sugar Co., was extremely efficient because of its irrigation and water storage system:

. . . The distribution of water is especially flexible: the ditches are so interconnected that nearly all the water can be sent to any given place. This plantation has four surface-water collection systems—the Wahiawa, Helemano, Opaepala, and Kamananui—all built between 1900 and 1906. The Wahiawa-Lake Wilson system, by far the largest, delivers 10 to 12 billion gallons a year, Helemano around 700 million, Opaepala 350 million, and Kamananui 90 million. In short, Waialua Sugar Company has the largest water storage capacity in Hawaii.

The “Wahiawa-Lake Wilson system” mentioned in the excerpt above refers to the Wahiawa Dam and Reservoir, which became known as Lake Wilson and today is referred to as Wahiawā Freshwater State Recreation Area. Per Wilcox (1996:109), the earthen Wahiawa Dam is located within Kaukonahua Gulch and the resultant 7-mile long reservoir is fed by a ditch system known as the “Oahu Ditch” and later the “Mauka Ditch Tunnel,” which fed the reservoir with water diverted from both the Kaukonahua and Poamoho watersheds to provide ninety percent of WAC’s surface water. Around the same time that WAC dammed Kaukonahua Stream, they leased land for commercial pineapple cultivation; per Taylor et al. (1976:165):

Between 1907 and 1909, Waialua Agricultural Company leased 3,000 acres of land not suitable for sugar to Dole’s Hawaiian Pineapple Company and other pineapple operators. By 1913, when planters had more than 6,000 acres of Waialua’s land in pineapple, the sugar company began to wonder if it shouldn’t go into business directly. But it did nothing.

By 1916, Jim Dole had leased 3,676 acres from Waialua. The California Fruit Cannery Association, which had absorbed the Hawaiian Preserving Company (and would later become part of California Packing Corporation and then Del Monte), had 4,315 acres of Waialua land in pineapple.

Per Taylor et al. (1976:165), in 1922 Dole gave WAC one-third ownership of Hawaiian Pineapple Company Dole in exchange for another 12,000 acres of WAC lands. In 1932, Castle & Cooke invested in Hawaiian Pineapple Company “to save Jim Dole’s depression-plagued firm from going bankrupt and to keep controlling ownership in island hands” (Taylor et al. 1976:165); subsequently, WAC owned thirty-seven percent of Hawaiian Pineapple. Within a few years, Castle & Cooke staff were running the company and handling the insurance and shipping needs. Immediately after the attack on Pearl Harbor, U.S. troops started to take over WAC acreage, “bulldozers, crawler cranes and trucks were taken out of the fields to build airfields” and WAC’s manager was ordered to provide upwards of 500 men a day “to help build defense installations;” furthermore, “chunks of acreage were converted to potatoes and other vegetables that could help feed the military and local population” (Taylor et al. 1976:197-198).

In 1948 a holding company called Helemano Company, Ltd., was organized “to take over all of the assets of Waialua Agricultural Company other than the mill equipment and 200 acres of land around the mill” that included WAC’s “interest in Hawaiian Pineapple Company and 27,000 acres of land, which produced substantial annual rental payments” (Taylor et al. 1976:225); thus splitting WAC’s sugar profits from their pineapple profits and other investments. In 1958, Helemano Company, Ltd. merged with Castle & Cooke; and in 1961 merged with Dole, which resulted in Castle & Cooke becoming one of the largest landholders in Hawai‘i. In 1985, the newly formed Dole Food Company took over ownership and operations of WAC when Castle & Cooke merged with Flexi-Van Corporation under financier David Murdock (Dorrance and Morgan 2000:141). WAC was the very last commercial sugar plantation to close on O‘ahu after their last harvest in October of 1996 (Dorrance and Morgan 2000:49). According to Dorrance and Morgan (2000:133), as recently as 1999, “the former Waialua Plantation Company ‘mill camp’ could still be found behind the remains of the mill, largely occupied by Filipino workers and retirees.”

### **The Pineapple Industry in Wahiawā (1880s-1940s)**

According to a 1933 University of Hawaii research publication titled *Land Utilization in the Hawaiian Islands* (Coulter 1933:88), eighty to eighty-five percent of the world’s pineapple production originated in Hawai‘i at that time; “Hawaii is the pineapple’s paradise, for here it thrives best and attains that sweetness and lusciousness of flavor not present in the pineapples grown in other lands.” The first pineapple venture was initiated by English Captain John Kidwell and

his friend John Emmeleuth, on 140 acres of leased land near Pearl Harbor during the 1880s (Taylor et al. 1976:163). By 1892, Kidwell had 100,000 plants and organized the Hawaiian Fruit and Packing Company; however, the neighboring Ewa Sugar Plantation's management persuaded Kidwell to switch to sugar cane—a venture that failed and allowed for Ewa plantation to take back the land (Taylor et al. 1976).

Pineapple cultivation was originally brought to the current study area by Byron O. Clark, who owned roughly 200 acres in Wahiawā (Dole and Porteus 1990:25) and had found some discarded pineapple plants near Kidwell's abandoned farm and took them home to Wahiawā, where he planted them in rows (Taylor et al. 1976). Thus, Clark was able to prove that pineapple is a rather hardy and adaptable fruit, “raised at sea level, at an altitude of 3,000 feet, in soils with much potash, in soils with little potash, in semi-arid areas without irrigation, and in areas having a rainfall of 60 inches” (Coulter 1933:89). However, most pineapple cultivation on O‘ahu was located at elevations between 500 and 1,000 feet above sea level (Coulter 1933). Since his arrival in 1897, Clark had been the Commissioner of Agriculture and had formed an agricultural cooperative called the Hawaiian Fruit and Plant Company; Clark and twelve other families from Southern California established the Wahiawa Colony Tract on 1,300 acres of Government Land in Wahiawā as homesteaders under the Land Act of 1895 (Dole and Porteus 1990). The Wahiawa Colony was located to the southwest of the current study area and today comprises the residential area between California Avenue and Kaliponi Street in Wahiawā Town.

In 1902, Clark organized the Tropic Fruit Co., which grew and packed pineapples in glass jars; in 1906, Tropic Fruit Co. merged with the Hawaiian Fruit and Plant Company to create Consolidated Pineapple Co. under Leonard Kellogg, another Wahiawā homesteader (Hawkins 2011). However, “the credit for the foundation of the modern Hawaiian pineapple canning industry lies with James D. Dole” (Hawkins 2011:19). James Drummond Dole who would become known as “the Pineapple King” arrived in O‘ahu in November of 1899. During his first few months in Hawai‘i, he remained without a job and chose instead to invest in Ewa Plantation and WAC; he soon sold his Ewa Plantation shares and reinvested his gains in WAC (Dole and Porteus 1990:25). With annexation pending, a 61-acre tract of Wahiawā homestead land went up for public auction in 1900. Dole acquired the land and planted pineapple and vegetables; by 1901, when pineapple flourished, he organized the Hawaiian Pineapple Company (Taylor et al. 1976). At the time of the purchase, Dole's land “was covered with wild grass and guava bushes with no improvements whatsoever on it” and “he could see the ocean on both the Honolulu and Waialua sides of the island” because there were no trees (Dole and Porteus 1990:28). Shortly after acquiring the homestead land, Dole leased an additional 300 acres of Dowsett Estate land at Wahiawā from Walter F Dillingham, Frank Dillingham's son (Hawkins 2011).

The initial pineapple harvests had been intended for sale in the fresh market, but fresh pineapples could not be shipped over long distances without spoiling. As a result, Dole concentrated on canning as a means of making pineapple available and profitable year-round. Thus, Hawaiian Pineapple Company or HAPCo became dedicated to the production and canning of the fruit for export (Coulter 1933). In 1903, Dole entered an exclusive contract with Hunt Brothers Packing Co. as the sole distributor of HAPCo's product and they, in turn, supplied HAPCo with cans from the American Can Co.'s San Francisco plant (Hawkins 2011). Soon, Dole built his first cannery at Wahiawā with hand-operated equipment, as well as a stable and laborers' quarters adjacent to it (Dole and Porteus 1990). In 1903, Dole's first pack comprised 1,893 cases of canned pineapple, which were hauled to Honolulu using horse-drawn wagons; a year later, the pack increased to 8,810 cases (Taylor et al. 1967:164). By the end of 1904, Dole and his investors decided to expand the pineapple planting operation and upgrade the small Wahiawā cannery (Hawkins 2011).

Beginning in November of 1903, Dole and Dillingham were in communication about laying rail between Wahiawā and Honolulu for the shipping of pineapple; around the same time, General Arthur MacArthur was considering an area within the Leilehua Plain as the location of a camp for 1,500 soldiers, which would become Schofield Barracks (Yardley 1981). In 1905, Dillingham decided to build the Wahiawa branch of the O. R. and L. between the Waipahu mill site and Wahiawā Town, which required ten miles of rail extended across an elevation change of 923 feet (Yardley 1981). Per Yardley (1981:282), “The branch opened in the middle of 1906 and proved an instant success as the pineapple business boomed beyond all expectations.”

The 1906 Report of the Governor of Hawaii (Governor of the Territory of Hawaii 1906:66) states,

Recently a branch of the Oahu Railway, 9 miles in length, has been extended up the bed of a gulch, over the plains, to Wahiawa for the benefit of the pineapple industry. The largest single area devoted to this fruit in the Territory is found at that place. . . . Organizing as companies under the general incorporation act they established factories for preserving the fruit, one of which has been removed to spacious premises at the Honolulu Railway terminus, where a factory has also been erected for making the cans.

As mentioned in the Governor's report excerpt above, in 1907, Dole demolished the Wahiawā cannery, relocated the equipment to Honolulu, and "persuaded American Can Company to build a plant next to his cannery so that he could save the freight costs of shipping preformed cans from the mainland" (Taylor et al. 1976:164). The new cannery located in Iwilei was also closer to shipping routes and the harbor. The O. R. and L. within the study area was

The soldiers at the newly established Schofield Barracks within the study area dubbed the rail line the "Pineapple Limited," which they used to transport troops to Honolulu Harbor as well as freight (Yardley 1981). In 1908, the O. R. and L. hooked up with the naval railway and constructed branches that extended off the line at Wahiawā to reach pineapple fields in Waipi'o, Schofield Barracks, Kunia, and Halemano (Yardley 1981). The completed railway is shown in Figure 20 above and discussed relative to the current study area in a forthcoming section.

Also in 1908, in response to the United States financial crisis known as the Panic of 1907, Dole and another eight Hawai'i based pineapple canners united to found the Hawaiian Pineapple Growers' Association (HPGA) with Dole as president (Hawkins 2011). Their objective was to increase consumption of pineapple across the continental United States. To that end, HPGA mounted an aggressive advertising campaign that glorified the island fruit and included promotional materials; soon the North American and European demand for canned pineapple drove the industry forward. In addition to the large-scale commercial producers, small-scale farmers also grew pineapples and sold them to the canneries (Hawkins 2011). By 1908, the island of O'ahu boasted 79.2 percent of the total land area planted in pineapple across the main Hawaiian Islands (Hawkins 2011:117). According to Coulter (1933:92), around 1910:

There was no lack of land apparently suitable for raising the fruit. Scarcely any competition for the same land existed between pineapple planters and sugar cane planters. Some areas newly devoted to pineapples were hitherto used for raising cattle; others were formerly used for sisal. Thousands of acres of pasture were still available for the more profitable use of pineapple culture.

Plantation workers usually harvested pineapples from June to September, a period which coincided with the off-season for sugar cultivation (Coulter 1933). Thus, plantation laborers often migrated from one crop to the other and one plantation to the other, depending on the season. Japanese and Filipino men made up most of the pineapple labor force in the fields, while women, boys, and girls worked the canneries (Coulter 1933; Hawkins 2011). On some plantations, harvesting activities were carried out around the clock with laborers working through the night (Dole and Porteus 2001). The 1911 development of the Ginaca machine revolutionized pineapple canning. This machine "could size, peel, core, and cut the ends from the fruit and deliver perfect hollowed cylinders to the packing table at speeds of 80 to 100 pineapples per minute" (Taylor et al. 1976:164). Other contributions to the success of the pineapple industry included Dole Plantation manager John Whitmore's discovery (around 1915) that mulch paper could be utilized in pineapple cultivation, as well as the establishment of an experiment station at Wahiawā in 1922 (Coulter 1933; Dole and Porteus 2001).

During World War I, HAPCo felt the strain of staff reductions because so many men volunteered for the war effort (Butler 2001). At the same time, the federal government requisitioned sixty percent of the Hawaiian pineapple industry's 1917 winter pack and much of the 1918 summer pack (Hawkins 2011). After the war, demand in the United States and Britain remained strong (Dole and Porteus 2001). Even with some setbacks, such as over-productive years in which the industry suffered a loss because the market could not keep up, the pineapple industry continued to expand until the 1930s. In 1923, HAPCo purchased the island of Lāna'i using funds secured from WAC, which added 15,000 acres of land suitable for pineapple, which bore its first harvest in 1926 (Butler 2001). Beginning in 1927, HAPCo started to focus on the Dole name in their advertisements and stamped "DOLE" on the top of each can (Dole and Porteus 2001). By 1928, there were thirteen pineapple companies and eleven canneries across the islands, all of which were competing for dominance of the seller's market (Coulter 1933). In their 1931 annual report, HAPCo reported a record output of 4.9 million cases (Dole and Porteus 2001:93). A comparison of the land utilization maps from 1906 and 1930 reveals a striking contrast in the amount of land used for pineapple cultivation, which was significantly greater in 1930 (Figure 22).

The largest pineapple farming area is clearly depicted within Wahiawā in 1906, while the 1930 map shows more widespread plantings of pineapple (see Figure 22). In 1932, of all the Hawaiian Islands, O'ahu had the largest percentage of land area in cultivation: 21.63 percent; of which, 42.45 percent was dedicated to pineapple, while 51.86 percent was planted in sugarcane, and 5.69 in other crops (Coulter 1933:53).

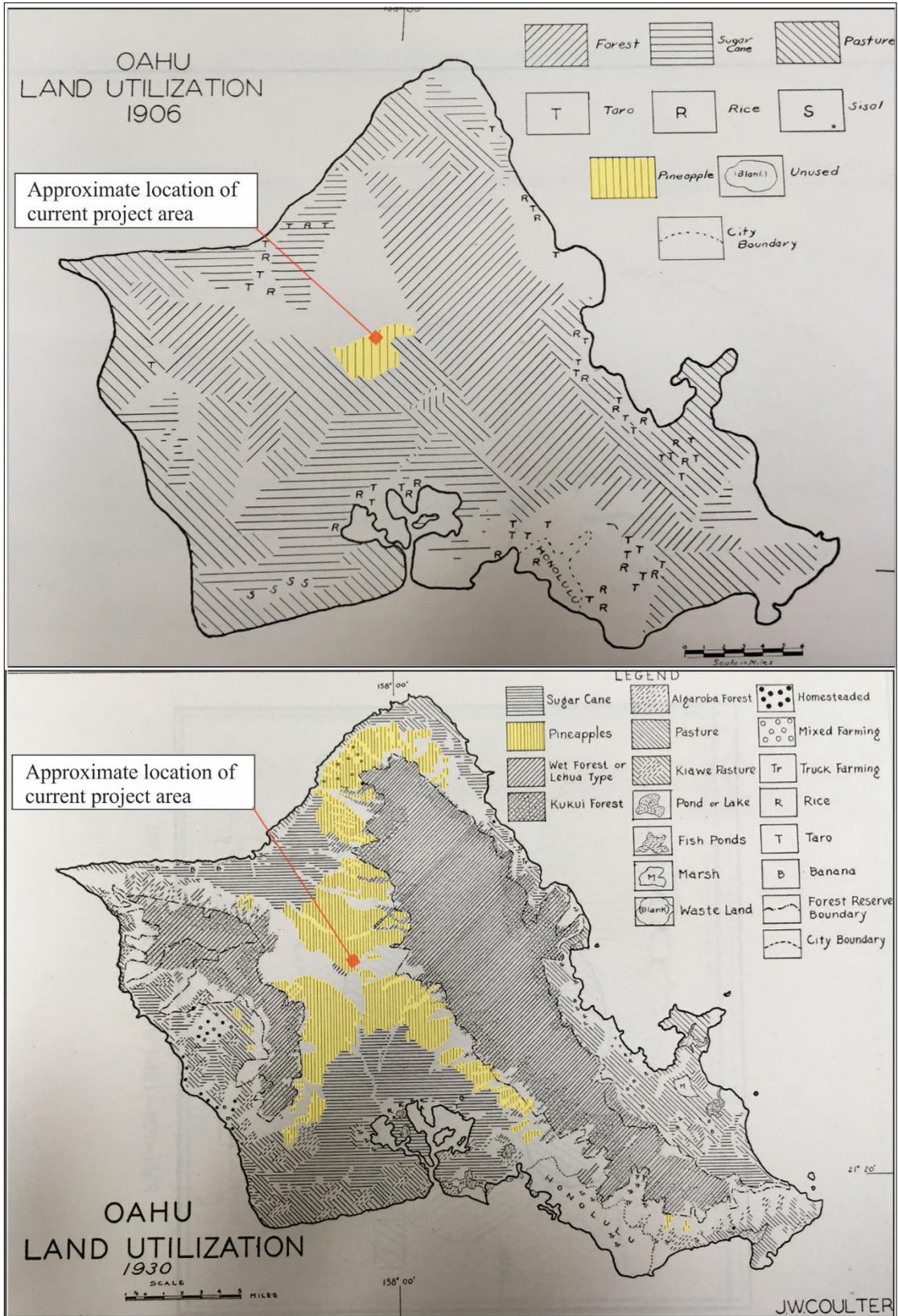


Figure 22. Annotated land utilization maps of O’ahu in 1906 (top) and 1930 (bottom) showing pineapple lands shaded yellow (after Coulter 1933).

Coulter (1933:98) provides the following description of some of the land areas set aside for pineapple cultivation that “were not equally suited to raising that crop” during the early 1930s:

On the island of Oahu some of them were in scattered locations on the leeward side of the rain forest, difficult of access, where the soil was thin and pests numerous and active. They could only by a stretch of the imagination be classed as arable land. Nearly all such land has now been abandoned. Some of it will probably remain waste land. Part of it may be afforested.

Despite the increased acreage in pineapple on O‘ahu, when the depression struck the mainland housewives stopped buying canned pineapple, which left Dole with a surplus in the fields and the canneries, along with mounting debts (Taylor et al. 1976). In response, HAPCo was reorganized in 1932 and Castle & Cooke took over the management of the company; by the late 1930s, HAPCo was back on track and turning a hefty profit (Taylor et al. 1976). The depression also spurred changes throughout the pineapple industry; in 1932, seven companies “entered into an agreement to limit production to the needs of the market, sell the combined pack through a marketing committee, and pool their advertising” (Coulter 1933:98).

During World War II, in addition to the disruptions of the labor force and equipment as previously mentioned in the WAC discussion, the U.S. military “requisitioned most of the canned fruit that the Hawaiian Pineapple and other companies produced” (Taylor et al. 1976:198). The O. R. and L. continued to flourish through the end of World War II and provided transport for millions of passengers and freight during the war proving itself indispensable to the U.S. Army and Navy. However, after the war as infrastructure improvements to O‘ahu roadways were implemented and a shift to automobiles, trucks, and buses for the transport of people and goods was underway, the O. R. and L. could not compete. The year 1947 marked the close of the main line while limited operations between the docks and pineapple canneries continued before complete abandonment of the railway a few years later.

### ***The Wahiawa Colony and the Evolution of Wahiawā Town (1895-1939)***

As previously mentioned, rancher James Robinson had leased the lands of Wahiawā for cattle grazing (Nedbalek 1984). Subsequently, in 1891, Charles L. Carter published an ad for 200 acres or more in fee simple of Halemano ranch lands “comprising leasehold interest in the lands of Opiula, Halemano and Wahiawa, to expire October 1, A.D. 1899” that included 1,200 head of cattle and 70 head of horses (Daily Pacific Commercial Advertiser 1891:2). Then the Land Act of 1895 designated 1,300 acres at Wahiawā as homestead land and allowed individuals to form settlement associations, which would lead to a right-of-purchase lease and title to the land if the settler lived and cultivated the land for a period of three years (Nedbalek 1984). Byron O. Clark requested that the land commission set aside the Wahiawa Tract for such a settlement association on June 14, 1898 and his request was granted within a few days. Clark and his family along with twelve other families from California brought “their plows, teams, Studebaker wagons, household furnishings, cows, pigs, and poultry,” (Nedbalek 1984:19) forded the south fork of Kaukonahua Stream and established the Wahiawa Colony Tract to the west of present-day Kamehameha Highway and to the southwest of the current study area. The settlers cleared the land and planted the fruit trees and crops required to claim ownership. On November 3, 1899, an article titled “Veteran Agriculturalist Makes a Pointed Report” was published in The Pacific Commercial Advertiser (1899:1), which mentions the Wahiawa Homestead thusly,

The Wahiawa, Oahu and American Homestead Associations were organized a year ago under our homestead laws, and settled on barren, unimproved land sixteen miles from Pearl City. . . in one year these sturdy farmers have done much with very, very limited capital but determined to make for themselves and family a permanent home in our genial climate.

The Pacific Commercial Advertiser (1899:1) article then goes on to state how one Wahiawā homesteader Mr. Kellogg had “cleared \$200 from one acre of land in watermelons, tomatoes and small vegetables” and that “he saved \$19 in freight by hauling one load of produce from his place to Honolulu and a return load of lumber in place of having it sent by rail.” According to the article, the island steamship and railroad companies were known to take advantage of “small producers of all the Islands.” In addition to the challenge presented by costly freight rates, the Wahiawā colonists faced deforestation at the hand of ranchers that threatened the watershed in the nearby Ko‘olau mountains. For instance, an article about the Board of Agriculture report on “The Trees of Hawaii—How They are Being Destroyed” The Pacific Commercial Advertiser (1900c:1) mentions said concerns of the Wahiawā settlers as follows:

Complaints come to this office from the American settlers at Wahiawa, Oahu, of the destruction of forest by cattle and fire in the Koolau mountains, from where they get their water supply. This little experiment station on the Wahiawa land is in a flourishing condition and should have encouragement and some assistance from our Government. . .

## 2. Background

. . . The forest land there should be fenced off at once, for the purpose of preserving the living and growing timber and promoting the younger growth of ferns and underbrush. . . Mr. Pulman. . . stated yesterday that he had resided at Wahiawa less than one year and that in that time hundreds of acres of forest in the Koolau mountains had been destroyed by cattlemen setting deliberate fire to the dry grass. It is understood that the Waialua plantation desires to bear part of the expense, as they get their water supply from the same source.

Another article reported how the “Wahiawa Settlement” was “progressing very well” in early 1900 and how “the weather is much cooler and pleasanter than in Honolulu, this being at an elevation of 1,200 feet” (The Pacific Commercial Advertiser 1900b:6). In particular, the article mentioned that despite “the fact that there has been no irrigation” various crops were thriving including the following: cabbages, sugar corn, peanuts, oranges, bananas, tomatoes, cucumbers, summer squash, string beans, green peas, sorghum, and pineapples. Apparently thirty Wahiawā homesteaders had gathered for a joint birthday celebration and thirty-five colonists had gathered to celebrate Easter at the Assembly Hall (Figure 23). A few days after this article was published, members of the “infant settlement of Wahiawa” gathered for the purpose of organizing a Book Club,” since they were “all agreed that civilized man cannot live without book” (The Pacific Commercial Advertiser 1900d:6).



Figure 23. Portrait of Wahiawā colonists (The Pacific Commercial Advertiser 1900b:6).

In addition to the organization of the Book Club, those gathered at Byron O. Clark's residence also discussed their relief over a recent appropriation for a "much-needed bridge across the Gorge," for teams bringing supplies and lumber to the colony were getting stranded every few days when attempting to ford the creeks. The article goes on to state, "This settlement does not lack charming, picturesque location, a tonic-bracing climate, nor fertile, well-watered land; but broad avenues, lined with some of the beautiful trees which flourish here are among the primary essentials, since people cannot travel for business nor pleasure without roads" (The Pacific Commercial Advertiser 1900d:6). Per Nedbalek (1984:24) "within two years [by 1901], four hundred acres had been plowed, crops began to thrive, and thousands of fruit trees blossomed." Furthermore, "eighty persons lived in the colony which now boasted a post office, a store, a book club, a social club, and a one-room school-house for English and Sunday school instruction" (Nedbalek 1984:24). The success of the so-called sociology experiment at Wahiawā was the subject of an article published in *The Hawaiian Star* in 1900 and reproduced as part of Figure 24 below.

<h2 style="text-align: center;">EXPERIMENT IN SOCIOLOGY</h2> <p style="text-align: center;">WHAT COLONY AT WAHIAWA IS DOING.</p> <p style="text-align: center;">Pineapple Culture Will be Gone Into Extensively, and a Cannery is to be Established—Domestic Life.</p> <p>T. F. Sedgwick, who is at the head of the agricultural department of Kamehameha schools, has just returned from a trip to the California Agricultural colony at Wahiawa. He is very much impressed with the experiments there being worked out, and thinks they promise much for the development of the Islands.</p> <p>He is especially impressed with the domestic life there. There are thirteen families in the colony. They have their own public schools, and church and Sunday school arrangements. They have their social life and are working out what Mr. Sedgwick thinks will be of inestimable benefit to the Islands. The colony, he thinks, shows the possibilities of diversified industries here, together with the possibility of creating a sturdy citizenry, essential, or at least important in self government.</p> <p>While the industrial work of the colony is yet largely experimental, progress enough has been made to lead to the establishment of a cannery, and the initiative has already been taken. One of the colonists intends to plant twenty acres in pineapples this year, and others will plant a considerable acreage.</p> <p>Other products in which experiments are being made, are sorghum, pumpkins, melons and tomatoes. Byron O. Clark at the meeting of the Farmers' Institute next Friday evening, will give an address telling in detail the working plans of the colony.</p>	<h2 style="text-align: center;">BIG PRICE FOR WAHIAWA LAND</h2> <h3 style="text-align: center;">J. D. Dole Buys Sixty-One Acres for the Sum of \$4,000.</h3> <p>Sixty-one acres of land in the tract occupied by the California colony at Wahiawa was sold at public auction to J. D. Dole, nephew of Governor Dole, for the round sum of \$4000. The figure at which the land sold is somewhat surprising as the upset price was only \$200 and it was thought that the land would fetch but little over that sum.</p> <p>Land Commissioner J. F. Brown conducted the sale at the Judiciary building at noon and there were a number of bidders who made the sale a lively one. The bidding began with an offer of \$200 and the figure advanced gradually by small bids until it reached \$200. Then the bidders began to see that there was to be a fight for the land and bids began to grow larger. After a battle of some length the land was knocked down to Mr. Dole at \$4000.</p> <p>The tract consists of untitled land and is the last piece of property in the tract occupied by the California colonists which remains untaken. By the terms of the contract with the Government the purchaser is required to live on the land for at least three years.</p> <p>When the California colonists first settled on the land at Wahiawa it was not supposed to be very valuable and they purchased it at low rates. The surprising high price which it brought was the cause of much elation among the settlers.</p>
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Figure 24. Articles related to Wahiawā in *The Hawaiian Star* (1900:7) at left, and *Pacific Commercial Advertiser* (1900a:2) at right.

Originally each man, wife, and child received a twenty-acre plot of land on a first-come, first-serve basis; and the settlers resided in houses on their 5-acre plots within the town site—separate from their remaining acreage, which they farmed elsewhere in the vicinity (Nedbalek 1984). However, the Wahiawā colonists preferred to live on their farmsteads and as a result they placed their town lots on reserve and established the Holloway Trust in 1902 to oversee 145-acres on behalf of the Wahiawa Settlement Association.

In 1900, James D. Dole purchased 61 acres of untilled land at auction within the Wahiawa Tract as described in the newspaper article (The Pacific Commercial Advertiser 1900a) reproduced as part of Figure 24 above; and thus the foundation was laid for the development of the Dole pineapple enterprise discussed above. That same year WAC, the Hawaiian government, and the Wahiawa Settlement Association established the Wahiawa Water Company to provide water rights to the homesteaders for a period of 35 years (Nedbalek 1984). To that end, the water company began developing flumes, ditches, and tunnels to transport water from the north fork of Kaukonahua Stream to the homesteads and cannery and in May of 1902, water flowed in the fields of Wahiawā.

By late 1903, the Wahiawā was the center of Hawaiian pineapple cultivation (Thrum 1903); and later became known as the “Land of a Million Pines” (Nedbalek 1984:33). As previously mentioned, demand for pineapple for export spurred Dole to move his cannery to Iwilei and thus he appealed to Dillingham to extend the O. R. and L. to the pineapple fields in Wahiawā. In 1905, preliminary began on the extension of the railroad, which branched “at Waipahu to follow the Waikakalaua gulch, thence out onto the plains to the colony” (Thrum 1905:195). The Wahiawa Branch opened in the middle of 1906 and was an instant success as the pineapple business boom exceeded all expectations—within the first six months of operation, the Wahiawa Branch produced as much traffic as had been estimated for entire first year (Yardley 1981). A later entry in the *Hawaiian Almanac and Annual for 1925* (Thrum 1923:43), cited the O. R. and L. as “the factor par excellence of increasing products, land values and public revenues” and stated that the railroad had “materially aided the development of the Wahiawa colony and its pineapple industry.”

By 1909, Wahiawā boasted a railroad station, a hotel that could accommodate up to fifty guests, a government school, a Japanese language school, retail outlets, and a laundry with the business center concentrated along Cane Street, located to the south of the study area (Nedbalek 1984). Immigrant laborers from Japan, China, and Korea relocated from the sugar plantations and settled in Wahiawā to plant pine (Nedbalek 1984). With the establishment of Schofield Barracks around this same time, the influx of soldiers and their families brought associated income to supplement pineapple profits in Wahiawā. Per Nedbalek (1984:41), Wahiawā in 1913 “had become a busy, cosmopolitan community,” and as discussed above, was recognized as a new and separate district around this time.

After World War I, the population of Wahiawā continued to increase; and in 1925, the Ku Tree reservoir was constructed within Schofield Barracks, to the southeast of Wahiawā Town, to provide water for the community. Beginning in 1926, businesses started to relocate from Cane Street to points further south and west along California Avenue and Kamehameha Highway (Nedbalek 1984).

Per Nedbalek (1984:72), “by 1939, Schofield Barracks had become the largest army post in the United States” and Wahiawā had become “Hawaii’s second largest city” with a population of 32,000. The population increased still more after the attack on Pearl Harbor during World War II and as troops withdrew once the war ended, Wahiawā Town adjusted and the community of Whitmore Village emerged as a result, which is discussed in further detail below.

### ***Whitmore Village: The Legacy of John Lawler Whitmore (1903-1953)***

Whitmore Village was named in memory of John Lawler Whitmore (Figure 25), a pineapple pioneer who worked over three decades at HAPCo. Much of the following discussion is drawn from his biography, penned by his daughter Gladys Butler, based on her memories and her father’s correspondence while he resided in Wahiawā (Butler 2001). Born in Southwest Harbor, Maine on September 2, 1879, Whitmore was twenty-two years old and working in his uncle Allen Lawler’s clam cannery in his hometown when James Dole asked Lawler to join him in Wahiawā to partake in his new pineapple venture (Butler 2001:62). Lawler declined and suggested that Dole ask his young nephew instead; by that time, John had already attended business school and had experience running the clam cannery. Whitmore arrived in Honolulu on December 3, 1902. By early January 1903, he was settled in at Wahiawā and in November of 1903, he became director of HAPCo. Butler states that her father became plantation manager while the cannery was still operating at Wahiawā (ca. 1903-1906). Whitmore wrote home regularly and reported on everything from his health and the weather to their progress in the fields, which began with just 27 acres in February of 1903; and swelled to over 15,000 acres by 1922. In a letter dated May 27, 1906 Whitmore tells of using “40 or 50 mules in the field every day making land soft for the mess of plants that are waiting to peep out from under the leaves of the plants that are fruiting” (Butler 2001:82).



Figure 25. Jim Dole (right) and John Whitmore (left) in the Wahiawā pineapple fields (Butler 2001).

In 1910, Whitmore married Edna Thompson and they lived “right next door to the Hawaiian Pineapple Company’s Wahiawa office” on Kilani Avenue, to the west of the study area and Kamehameha Highway; but by 1915, when they welcomed their second child, they were living in Honolulu. As previously mentioned, by this time the cannery was in full swing in Honolulu with a branch of the O. R. and L. connecting it to the plantation. In order for Whitmore to manage the plantation, he had “to travel on horseback or in his first Ford through the muddy gulches and through the fields on roads which hadn’t improved much” thus, “he often went to Wahiawa on the train and rode horseback around the plantation” (Butler 2001:105). Whitmore moved his family back to their Wahiawā house by January of 1918, when baby Gladys was born.

Beginning in late 1922, Whitmore took part in securing the purchase of Lāna‘i to expand HAPCo’s pineapple acreage and he oversaw the development of infrastructure to support the new venture. As a result, Whitmore’s responsibilities increased exponentially, for he was managing not just the Wahiawā acreage but also had to make frequent visits to Lāna‘i. As previously mentioned, Whitmore was the first to recognize the advantages of utilizing mulching paper for weed suppression in pineapple cultivation, which resulted in much higher yields because with the paper in place, new plantings started more quickly and developed faster (Hawkins 2011). By the 1930s, the use of paper mulch for pineapple crops was widespread across the industry, beyond HAPCo (Hawkins 2011:101). John Whitmore passed away in 1933 at the age of 53 at Queen’s hospital after a brief illness. One of his obituaries mentions that he was also a director of the Bishop Trust Company. Upon hearing of his dear friend and business partner’s death, Jim Dole (see Figure 25) wrote the following sentiments in a letter (Letter May 5, 1933 in Butler 2001) to Whitmore’s mother:

... I have always relied on John a great deal for advice and counsel and I don’t think I yet appreciate how much I shall miss the opportunity of always going to him with my problems and troubles. . . no man ever had a better or truer friend than I had in John. And God never made a better man.

No man ever had a better, cleaner record. I am proud that I was his friend and you can well be proud of being his mother. John is going to be tremendously missed by the company and by his friends and relations. . .

## 2. Background

In 1947, a residential development for HAPCo Plantation employees was developed on seventy-seven acres of land located north of Wahiawā Town, which would become Whitmore Village—named after John Lawler Whitmore. Prior to this undertaking, HAPCo employees had been residing in thirteen plantation camps scattered across HAPCo's acreage. These camps had names like Brodie 1 and 2, Pine Spur, Kipapa, Kemoo, Robinson 1 and 2, Halemano, Kaukonahua, Waialua, and 'Ōpae'ula. Only one camp known as Waimea Camp was not included in the consolidation and remained a separate entity. Butler (2001:140) cites an article from *The Honolulu Advertiser* that included the plan for Whitmore Village reproduced as Figure 18 below, which was captioned as follows:

**NEW PINEAPPLE PLANTATION VILLAFGE**—The model community of Whitmore, to have an ultimate population of 3,000 Hawaiian Pineapple employees, is rising at a site near Wahiawa. It is being built on 388 acres located on both sides of the highway leading to the naval radio station mauka of Kamehameha highway. Fifty three-bedroom houses of a pre-cut type, have been received from the Mainland for erection and two large buildings are being renovated for family use. Contracts for streets, water mains and the electric system have been let.

According to Butler, some of the plantation camp houses were relocated to Whitmore Village while others were new constructions. Some of the houses were transported whole to Whitmore Village (Figure 27) while others were demolished and rebuilt from the salvaged lumber (Nedbalek 1984). The Whitmore Village residences had improvements such as indoor plumbing, hot water, and electricity, as well as lawns and gardens, unlike the housing in the plantation camps. Other improvements to the community included paved roads such as Whitmore Avenue (which defines the northern boundary of the current study area). Butler also reports that in 1953, HAPCo employees were afforded the opportunity to purchase their homes and the lots they lived on.

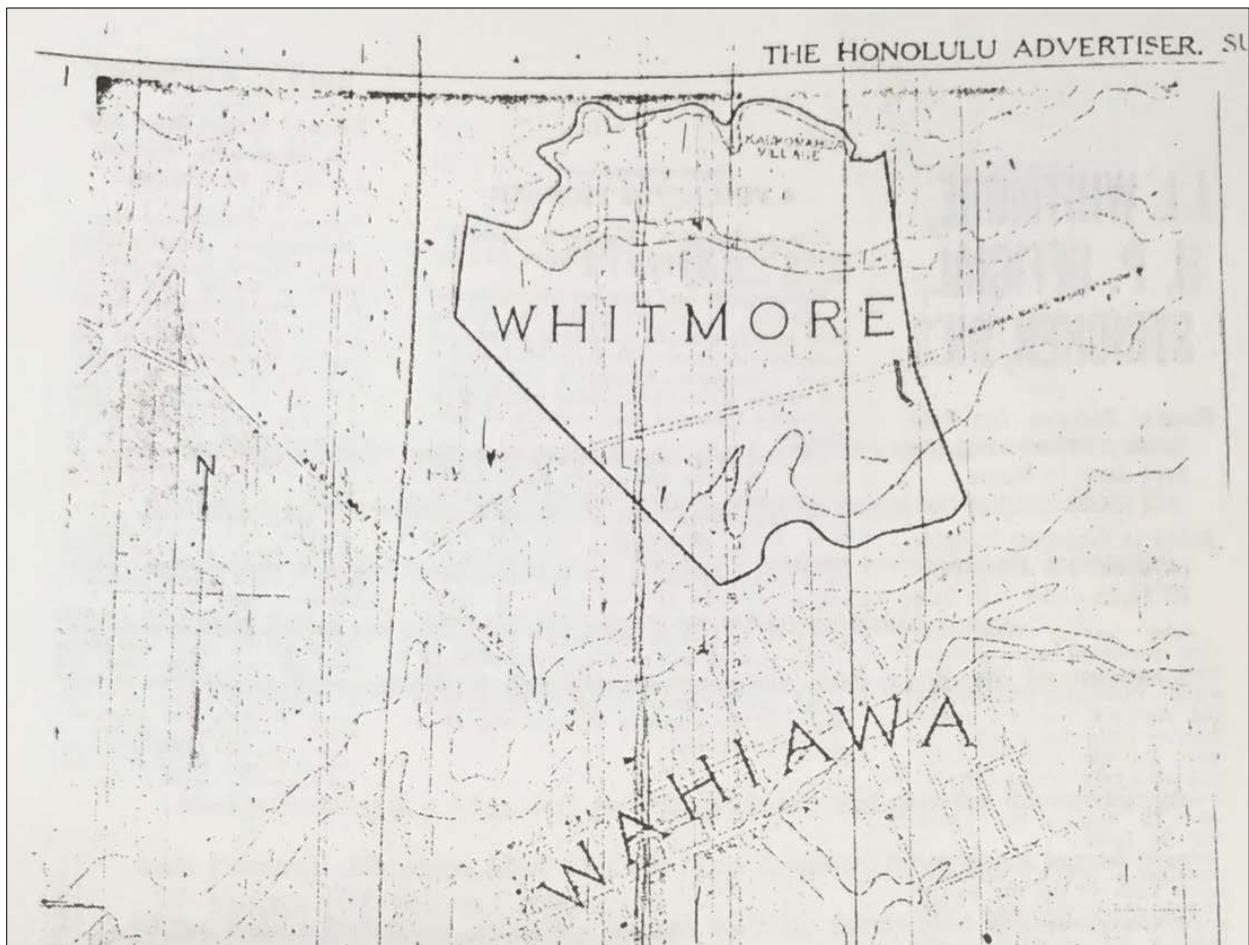


Figure 26. Portion of Honolulu Advertiser article showing plan for Whitmore Village (Butler 2001:143).



Figure 27. House in transit to Whitmore Village (Nedbalek 1984:84).

### The Project Area Since the Late 1800s

As previously mentioned, the project area comprises portions of various land grants and deeds that emerged after the *Māhele* of 1848. A review of historical maps dating from 1852-1901 shows that the northeast portion of the study area located to the north Kaukonahua Stream falls consistently within Grant 973 (see Figures 15, 16, and 21). However, ownership of the acreage that comprises the western portion of the study area located to the north of Kaukonahua Stream appears to have evolved considerably over time. In the earliest maps, the land appears to be part of Grant 606 (see Figure 15), however, beginning in 1901 the land is depicted on maps as “Board of Education to Galbraith”—as in Figure 21 above and the 1912 Land Court Application (LCAp.) map 262 Map 1 reproduced as Figure 28 below. LCAp 262 Map 1 refers to a deed dated January 31, 1887 in which the Board of Education conveyed land to George Galbraith (see Figure 28). Galbraith was an Irish immigrant who moved to Hawai‘i shortly after visiting the islands on his way to San Francisco in 1850 (Lind 2013) He was a shareholder in WAC and eventually acquired 2,000 acres of ranch land in Wahiawā, which allowed him to purchase three farms back in Ireland as well. Galbraith never married and when he died in 1904, he willed his estate, which had become a pineapple plantation, to nearly fifty friends and relatives, most of whom were in Ireland, and placed the remaining assets in a trust. By 2012, the number of beneficiaries had swelled to over 600 people, and the trustee sold 1,750 acres to the Trust for Public Lands who on behalf of the City and County of Honolulu, the State of Hawai‘i, U.S. Army, and Office of Hawaiian Affairs agreed to classify the undeveloped acreage for agricultural use or conservation in perpetuity (Lind 2013; (Roth 2013).



As discussed above, in 1906, the O. R. and L. had reached Wahiawā (see Figure 20) and a railroad station had been established in 1909 to serve the community. The railroad right-of-way (ROW) is depicted on several early maps of the current study area (see Figure 28) including the 1913 United States Geological Survey (USGS) Haleiwa quadrangle topographic map (Figure 29), which clearly shows a railroad trestle of the Oahu Railway and Land Company spanning the north fork of Kaukonahua Stream within the southwest portion of the study area; a historical photograph (Figure 30) shows the trestle bridge ca. 1920, as well as a single-lane bridge for wagon/vehicular traffic. What seem to be farm plots also appear on the 1913 map between the O. R. and L. ROW and the northeast portion of the study area and extend northward; and the area to the south of the study area is labeled “Wahiawa” and includes a smattering of structures and farm plots (see Figure 29).

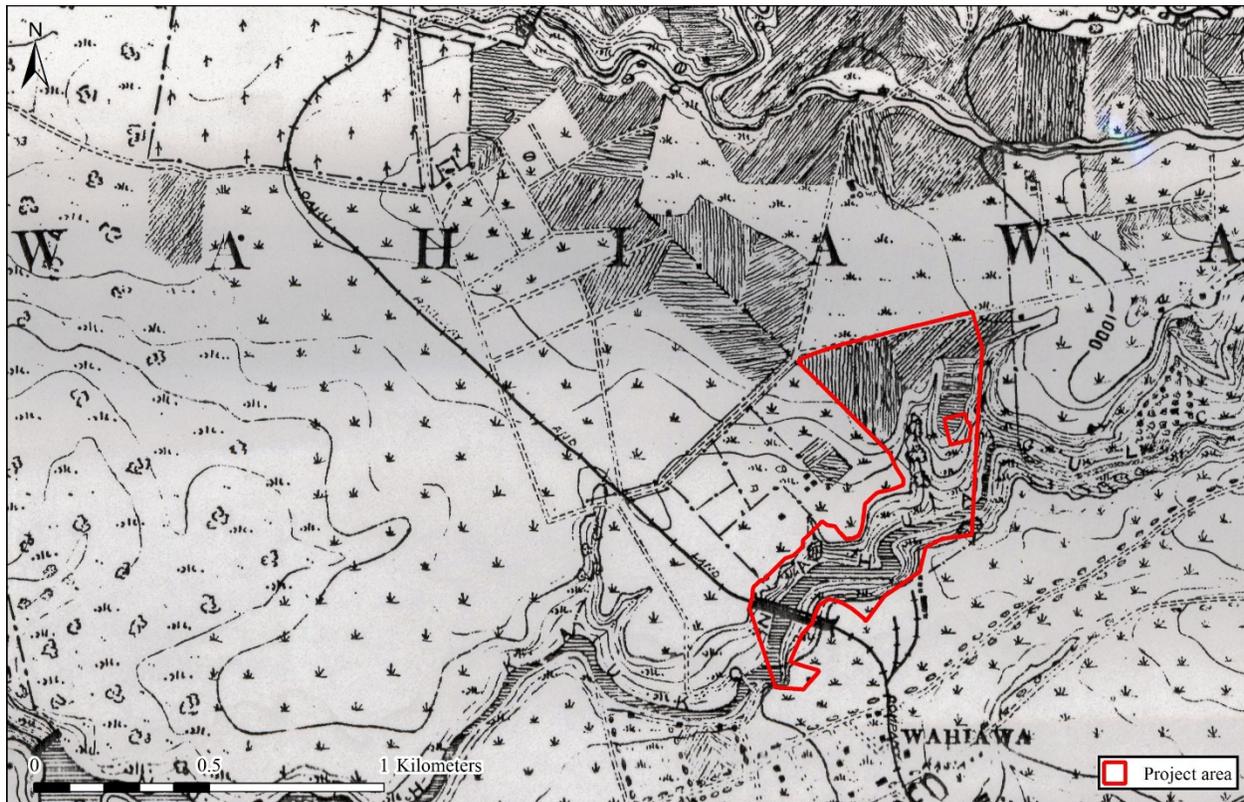


Figure 29. Portion of 1913 U.S. Army topographic map Haleiwa Quadrangle showing the O. R. and L. crossing through the southwestern portion of the project area (after Cos. A. G. and I. Engineers 1913).

In contrast, the 1928 USGS Wahiawa quadrangle topographic map (Figure 31) shows marked development within Wahiawā to the south of the study area, with the experiment station to the west and various pineapple fields to the east and northwest of the study area and no clear evidence of agricultural activity within the study area or between the study area and the railroad ROW. Also depicted on the 1928 map is the Galbraith Spur of the O. R. and L., which extends along the northern boundary of the current study area and appears to coincide with the alignment of present-day Whitmore Avenue. The Galbraith Spur connects with the Helemano extension of the O. R. and L. and continues northwestward to the pineapple fields; associated named camps (Camp 7 and Kaukonahua Camp) also appear to the north and west of the study area. To the west of the study area, Kaukonahua Stream is labeled as Wahiawa Reservoir on this 1928 map; while to the east of the study area, the stream is labeled as North Fork.

A 1944 United States Army Forces Central Pacific Base Command (USAFCPBC) Photomap of the current study area (Figure 32) captures the extent of agricultural lands to the north, east, and west of the study area, as well as the growing development of Wahiawā Town. In this 1944 image, pineapple fields extend from the O. R. and L. ROW into the northeastern portion of the study area within the table land along the gulches. The land comprising the northern bank of the north fork of Kaukonahua Stream appears strikingly unvegetated compared to the southern bank of the stream and how this portion of the study area currently appears (see Figures 3 and 7).





Figure 32. Portion of 1944 USAFCPBC Photomap showing the project area location relative to the O. R. and L. ROW and Wahiawā Town; note: the absence of Whitmore Village to the northeast of the study area (after 64th Engineer Topographic Battalion 1944).

### The Project Area Since the Mid-Twentieth Century

By the 1950s, HAPCo had changed its name to Dole and had merged with Bumble Bee, formerly Columbia River Packers (CRP), into Castle & Cooke, which turned the Hawaiian business into “an important segment of the American food industry, in addition to its interests in shipping, stevedoring, and merchandising” (Taylor et al. 1976:237). The formation of the subsidiary Oceanic Properties soon followed, which managed and developed Castle & Cooke’s 155,000 acres spread across the Hawaiian Islands. On O’ahu, Castle & Cooke had land holdings that consisted of “42,000 acres (almost half in sugar and pineapple), plus property in the business, industrial, and waterfront sections of Honolulu” (Taylor et al. 1976:237). At this time, sales of sliced pineapple and pineapple juice (canned and frozen) reached their peak.

In the 1960s, Hawaiian pineapple growers supplied more than 80 percent of the world’s output of canned pineapple; however, pineapple production had begun to decline by 1966 and many of the fields formerly dedicated to pineapple production were retired (Gomes 2009). Meanwhile, increased activity at Schofield Barracks ushered in at least fifteen new businesses that catered to military personnel; many of these local businesses, including suffered when large numbers of troops were sent to Vietnam in 1965 (Paulicka 1972).

During the 1970s, Dole reduced pineapple production in Wahiawā as the canned produce had become less profitable and a shift to fresh fruit production was underway (Bartholomew et al. 2012). The downshift in pineapple production in the current study area and greater Wahiawā is evident in a comparison of two aerial photographs taken as part of the USGS in 1962 and 1977, reproduced as Figure 33, below. The surrounding acreage excepting residentially developed areas, as well as the northern portion of the study area are clearly planted in pineapple as depicted in the 1962 image. In contrast, the 1977 image shows the pineapple field across Whitmore Avenue from the study area looking fallow, as does the northern portion of the study area with additional buildings present where pineapple formerly appeared (see Figure 33). The northern bank of Kaukonahua Stream remains undeveloped in both images while much development is present along the edges of the southern bank of the stream and that portion of the study area in both images.

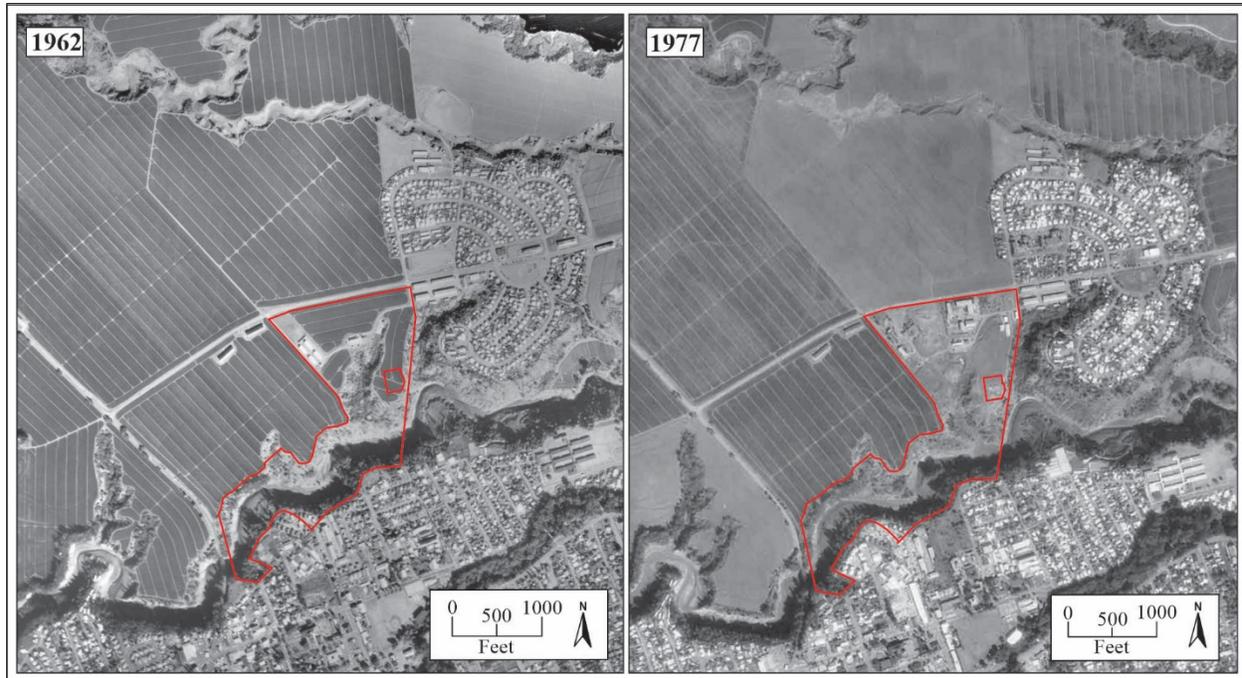


Figure 33. Comparison of 1962 USDA and 1977 USGS aerial photographs showing project area outlined in red; note the presence of Whitmore Village (after USDA 1962; USGS 1977).

Bartholomew et al. (2001:1397) attributes the demise of the pineapple industry in Hawaii to the relocation of production to developing countries with lower labor costs, as well as cheaper land and water combined with the post-World War II tariff reductions by developed countries. As reported in a document titled *History of Agriculture in Hawaii* prepared by the Hawai'i Department of Agriculture (HDAO 1999), in 1983, Del Monte Corp. closed its Hawai'i pineapple canning operations, but by 1984 had opened a new Hawaiian pineapple juice concentrate plant in Kunia (HDOA 1999). In 1992, Dole Packaged Foods Company closed its Lāna'i Plantation and its Iwilei Cannery (HDOA 1999). However, since 1989, a former fruit stand on Kamehameha Highway, to the north of the current study area, has been operating as a tourist destination known as Dole Plantation (Dole and Porteus 1990). Dole continues to grow fresh pineapples in the vicinity of this tourist attraction primarily for the tourist and local O'ahu markets with a small percentage of the harvest shipped to the mainland when shortages occur in Dole's Central American supply (Bartholomew et al. 2012).

By 2007, foreign based canneries out-competed Hawaiian production and all the pineapple grown on O'ahu was grown for the fresh market (Bartholomew et al. 2012). According to the report titled *Development of a Master Plan for the Whitmore Agricultural Project* prepared by the University of Arkansas (UARC 2017), the Dole Food Company was no longer utilizing approximately 280 acres of the Dole plantation. In 2013 and 2014, the Agribusiness Development Corporation (ADC) of Hawai'i purchased the Dole Plantation land, and the remaining 24 acres of land owned by Castle & Cooke as the foundation for the proposed Whitmore Village Agricultural Development Project, or Whitmore Project, which comprises much of the northern portion of the study area. The most recent use of this portion of the study area has been as a maintenance yard and office space for the Dole Company; some of the buildings within the study area are being leased by independent companies; while the remainder of the buildings appear to be unused. Background research indicates that the study area housed buildings and structures of the former Dole Company Operations Facility at Whitmore Village. Most of these structures are utilitarian and served as machine shops, warehouses, storage, greenhouses, and other functions associated with a maintenance yard.

The remainder of the study area, located along the southern bank of Kaukonahua Stream, comprises areas of residential development along Ka'ala Avenue in the west. As the study area extends eastward, between Koa street and Palm Street, commercial and industrial development with small islands of residential buildings take over much of the landscape, except for a patch of undeveloped land to the east of the Chua Link Son Buddhist Temple, which defines the southwestern extreme of the study area at the north end of Lehua Street.

In sum, the current study area was an important region in the Precontact Period, being traditionally associated with royalty and recognized as the sacred birthplace of several important chiefs. However, during the Historic Period a major transformation of the land occurred, which began with the large-scale harvesting of native Sandalwood forests for export; and continued with the development of the O. R. and L. railroad and the commercial cultivation of sugar and pineapple, as well as the development of United States military installations. These activities had a devastating and lasting impact not only on the landscape, but also traditional Hawaiian lifeways. Over recent decades, as the gateway to the North Shore of O‘ahu, Wahiawā has been the focus of redevelopment and urban design planning that incorporate the preservation of the historic character of the town.

## PREVIOUS ARCHAEOLOGICAL STUDIES

The earliest archaeological study conducted in the vicinity of the current study area is that of Thomas G. Thrum, who created a list of the *heiau* of ancient Hawai‘i in the early 1900s. Thrum (1906a) published his list of *heiau* in a series of entries in the *Hawaiian Almanac and Annual*, beginning with the 1907 edition. Thrum (1906b:49-50) made the following remarks about his investigations in a preliminary paper titled “Tales from the Temples” published in the 1907 annual:

This much is being realized, and expressions of regret have been freely made, that we are at least fifty years too late in entering upon these investigations for a complete knowledge of the matter, for there are no natives now living that have more than hear-say information on the subject, not a little of which proves conflicting if not contradictory . . . While these difficulties may delay the result of our study of the subject, there is nevertheless much material of deep interest attending the search and listing of the temples of these islands that warrants a record thereof for reference and preservation.

Thrum and his associates compiled information on over seventy *heiau* located throughout O‘ahu (Thrum 1906a). One must take into consideration that Thrum listed *heiau* that had already been destroyed prior to his data collection efforts in the early 1900s. Thrum (1906a:47-48) listed the following *heiau*, located in Waialua within ten miles of the study area:

- Onehana.....On slope at rear of Waialua Agr. Co.’s mill: a partly walled and platform *heiau* about 60x100 feet in size; of pookanaka class.
- Kalakiki.....On ridge north of Onehana, of pookanaka class; its walls covered in a tangle of hau and lantana.
- Hekili.....At Palaa-uka [Pa‘ala‘a], near the twin bridge, below the road; of luakini class and place of refuge; long since destroyed.
- Lonoakeahu.....Keehu.—A *heiau* of small size destroyed years ago; site now planted to cane.
- Kapukapuakea.....Palaa-kai [Pa‘ala‘a].—A medium sized *heiau* of traditional Menehune construction of kauila wood, long since destroyed, said to have worked in connection with Lonoakeahu. Luuau its kahuna.

Onehana and Kalakiki were both located along the slopes of Ka‘ala and Thrum (1906b:52, 54) further reports

Not only is the beating of drums and sound of the conch shell and gourd rattles heard in the nights of Kane in its precincts, but its influence extends to the shore and sea at its front, for torch-lights at times suddenly appear and dance about within its range, or vanish at one’s approach. . . A still further superstition is that a house built within the range from the temple to its deity must not have its doorway face the hills, else trouble, sickness and death to the household is sure to follow.

The earliest formal archaeological survey of O‘ahu was conducted by J. Gilbert McAllister on behalf of the Bishop Museum during nine months in 1930. McAllister’s purpose was “to collect information regarding the archaeology of Oahu” (McAllister 1933:3) and he made it clear that his investigation was a beginning rather than a complete account of all the cultural resources on O‘ahu. McAllister (1933:3) also made the following statement regarding the state of cultural resources on Oahu at the time, in the introduction to his resultant publication *Archaeology of Oahu*:

As the archaeological remains are those of the people found in Hawaii by the early voyagers, contact with Hawaiians was an indispensable part of the work. Not only are the sites being destroyed by the changes wrought by European culture, but with the introduction of exotic vegetation many sites have been completely hidden. Such remains would be as good as lost, were it not for the knowledge of them still treasured by old residents (*kamaaina*) of Oahu. With the passing of these old people most of this information will disappear.

## 2. Background

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McAllister describes two sites located approximately 1 kilometer west of the current study area (see Figure 12): the Kūkaniloko birthstones (Site 218) and the associated Hoolonopahu Heiau (Site 219). While Hoolonopahu Heiau (SIHP [State Inventory of Historic Places] Site 50-80-04-219) had been demolished by the time of McAllister's recording, Kūkaniloko was noted as being "the only ancient site on Oahu that is being officially preserved" (McAllister 1933:135). McAllister (1933:135) described the site as "an enclosed area about one-half acre in size, with many large stones, some just visible, others protruding to a height of 3 to 4 feet, scattered about on a well-kept lawn." Kūkaniloko (SIHP Site 50-80-04-218) was listed in the National Register of Historic Places in 1973.

During the decades that followed McAllister's initial survey of O'ahu, no archaeological studies of Wahiawā Ahupua'a were produced. With the advent of Cultural Resource Management (CRM) in the 1970s, as a response to newly-established historic preservation laws and increased modern development, archaeologists began recording more discrete sites and performing test excavations throughout the state. For instance, in 1977, the DLNR-Division of State Parks conducted an archaeological survey (Griffin and Yent 1977) for the then-proposed Wahiawā Fresh Water Park, located to the south of the current study area along the south fork of Kaukonahua Stream (Figure 34). Griffin and Yent (1977) reported on the presence of two historic structures in the northwest section of their study area: an abandoned railroad trestle that crossed the stream and an associated 200-meter long by 3-meter wide roadbed; and a complex of four terraces and a rock alignment (that measured between 15 and 20.1 meters long) built into the slope. Griffin and Yent (1977:1) reported that "coral rocks with a matrix of coralline sand were used for building the retaining terrace along the slopes which served as the foundation of the tracks" and "there were no remains of the railroad tracks in the area." Apparently, the tracks were removed in 1949. They also reported that the terrace complex could have been historically built or simply historically modified and suggested that the terraces may have been used for erosion prevention or were prehistoric in origin and modified when the railroad was constructed. No SIHP site designations were assigned to their discoveries and (Griffin and Yent 1977:2) conclude their memorandum by suggesting that "the Hawaiian Railway Society be consulted as to the importance and significance of the existing railroad structures."

Since the late 1980s, multiple archaeological studies have been conducted in Wahiawā and some within the immediate vicinity of the current study area, the locations of which are presented in Figure 34 below. In 1987, James Saifuku submitted to SHPD a map of the location of the Poamoho Heiau (SIHP Site 50-80-04-01605), drawn from his memory of the site as he observed it in the 1940s (Saifuku 1987)(Saifuku 1987). Saifuku's map placed the *heiau* to the east of Kamehameha Highway and northwest of the current project area (see Figure 34). A search of reports filed at the SHPD library produced his hand-drawn, unscaled map of a rectangular *heiau* site surrounded by pineapple fields.

In 1992, Paul H. Rosendahl, Ph.D., Inc. (PHRI) conducted an archaeological inventory survey or AIS (Henry et al. 1992) of Galbraith Trust Lands, which included the southwestern portion of the current project area and extended beyond to the west and northwest to cover 2,000 acres (see Figure 34). As a result of their investigation, PHRI identified a single historic property within Poamoho Gulch—a stacked stone wall (SIHP 50-80-04-4571), which they interpreted as an agricultural feature. They also carried out thorough recording of the previously identified Kūkaniloko Birthstones site (SIHP 50-80-04-218). Although reportedly within their study area, Poamoho Heiau (SIHP 50-80-04-01605) was not relocated during the PHRI study. Henry et al. (1992) reported that the project area had undergone major disturbance, which had destroyed many sites. In addition, twelve culturally sterile shovel test units were excavated within the less disturbed gulch areas.

In 1994, Cultural Surveys Hawai'i (CSH) performed an archaeological survey (Colin and Hammatt 1994) of a proposed well site immediately north of the current project area on the *mauka* side of Whitmore Avenue near the intersection with Saipan Drive (see Figure 34). No historic properties were identified as a result of their study, and no further archaeological work was recommended. That same year, CSH conducted an archaeological survey (Colin and Hammatt 1994b) of another proposed well site at a small property on California Avenue across from Ka'ala Elementary School in Wahiawā Town, located along the north bank of the south fork of Kaukonahua Stream, and to the southwest of the current project area (see Figure 34). As a result of their study, no historic properties were identified and CSH reported that the property had been tilled and graded when under commercial sugar and pineapple cultivation and was thus devoid of archaeological potential.

In 1995, Martha Yent of Hawaii State Parks further documented the Kūkaniloko Birthstones (Yent 1995), following the 1992 acquisition of a 4.5-acre easement immediately surrounding the 0.5-acre historic property (see Figure 34). Yent recorded recent improvements to the site including the installation of a parking lot and didactic signage, grading and vegetation clearing to increase access and visibility from Kamehameha Highway, and the placement of physical barriers to deter vehicular traffic from entering the site. Yent also recorded modern petroglyphs, vandalism to boulders resulting from recent campfires, and subsequent repairs. In 2010, petroglyph specialists Edward and Diane Stasack revisited Kūkaniloko and made detailed maps and illustrations of the petroglyphs on the stones (Stasack and Stasack 2010)(Stasack and Stasack 2010); they also recorded modern graffiti (see Figure 34).

**Table 1. Prior archaeological studies and previously recorded sites near the project area.**

<i>Year</i>	<i>Author(s)</i>	<i>Type of Study</i>	<i>Findings (site number-if assigned)</i>
1977	Griffin and Yent	Archaeological Survey	Trestle; terrace complex
1987	Saifuku	Site Mapping (from memory)	Poamoho Heiau (Site 1605)
1992	Henry et al.	Archaeological Inventory Survey (AIS)	Stone wall (Site 4571)
1994a	Colin and Hammatt	Archaeological Assessment (AA)	--
1994b	Colin and Hammatt	AA	--
1995	Nees	Reconnaissance Survey	--
1995	Yent	Site Documentation	Kūkaniloko Birthstones (Site 218)
1997	Landrum et al.	Cultural Resources Overview Survey	Historic buildings
2000	Hammatt and Chiogioji	AA	--
2002	Robins and Spear	AIS	pecked boulder (Site 5411); concrete foundation (Site 5461)
2002	Hammatt et al.	Archaeological and Cultural Impact Evaluation	--
2004	West and Donaldson	Phase I Survey	--
2005	West	Phase I Survey Addendum	--
2005	West and Desilets	Phase I Survey Addendum	--
2006	Tulchin and Hammatt	Literature Review and Field Inspection (LR/FI)	Trestle (CSH-1)
2008	McCurdy and Hammatt	LR/FI	Incinerator
2008	Rieth	Archaeological Monitoring Report	--
2010	Stasack and Stasack	Petroglyph Report	Kūkaniloko Birthstones (Site 218)
2010	Wilson and Spear	AA	--
2011	Sims et al.	Archaeological and Cultural Monitoring Report	Buried charcoal lens (Site 7173)
2014	Groza et al.	LR/FI	--
2015	McElroy et al.	AA	--
2018	Liwoz et al.	LR/FI	--
2018	O'Hare et al.	LR/FI	Historic curbing
2018	Yucha et al.	Archaeological Evaluation and Monitoring Plan (AMP)	--
2019	McElroy et al.	AMP	--
2019	Novell et al. (under review)	Historic Properties Inventory Survey	Dole Operations Facility Buildings (Temporary Site XXXX)
2020	Gotay and Clark (in prep)	AIS	Trestle (Site 8876); Cut-slope Path (Site 8875)

## 2. Background

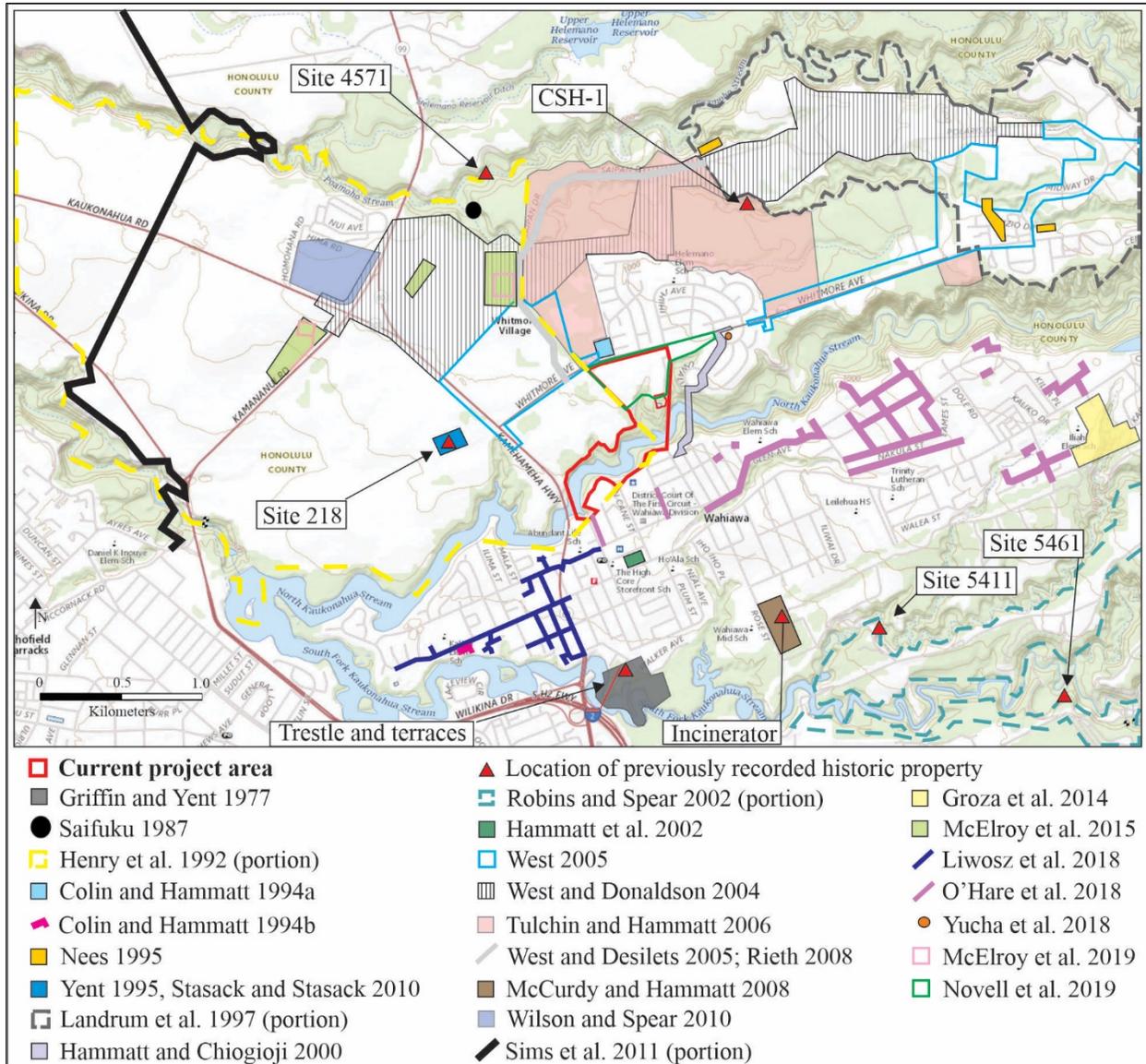


Figure 34. Locations of previous archaeological studies conducted in the project area vicinity.

Between 1995 and 2008, a series of studies were conducted for the proposed Hawaii Regional Security Operations Center (HRSOC), Naval Computer and Telecommunications Area Master Station (NCTAMS) project located to the north and northeast of the current project area. In 1995, Ogden Environmental conducted an archaeological reconnaissance survey (Nees 1995) of three small, discontinuous study areas along Whitmore Avenue and Saipan Drive, to the north and east of the current project area (see Figure 34). No historic properties were identified as a result of this first study. In 1997, Ogden Environmental conducted a cultural resources overview survey at NCTAMS (Landrum et al. 1997) and reported no Precontact cultural resources although they did record multiple historic buildings in their project area, which was located to the northeast of the current project area (see Figure 34). In 2004, another archaeological survey (West and Donaldson 2004) of an expanded study area for HRSOC, NCTAMS and an associated access road, located to the north of the current project area extending from Kamehameha Highway to Polaris Drive (see Figure 34). The West and Donaldson (2004) study resulted in negative findings. Archaeological survey of additional locations for the proposed HRSOC NCTAMS resulted in the preparation of two addenda to the West and Donaldson (2004) report (West 2005; West and Desilets 2005), which reported no historic properties within their expanded study areas located to the north of the current project area (see Figure 34). In 2008, International Archaeological Research Institute, Inc. conducted archaeological monitoring (Rieth 2008) for the construction of the access road at HRSOC, which coincides with the West and Desilets (2005) project area (see Figure 34). During the monitoring, heavily-disturbed soils were observed—the result of decades of agricultural tilling and plowing.

In 1996, Scientific Consultant Services (SCS) conducted an AIS (Robins and Spear 2002) within portions of the Schofield Barracks Training Area as part of the preparation of a Cultural Resource Management Plan (Phase I), located to the south/southeast of the current project area (see Figure 34). As a result of their fieldwork and testing they identified 73 historic properties and recommended data recovery for fifty of said properties and preservation for nineteen. Although McAllister's Site 204 was believed to be located within their project area, Robins and Spear (2002) were unable to relocate it. The two sites recorded in closest proximity to the current project area were found near the south fork of Kaukonahua Stream—the first, a pecked boulder SIHP Site 50-80-09-5411 was recommended for data recovery and the second, SIHP Site 50-80-09-5461, comprised a concrete foundation remnant of historic military infrastructure for which no further work was the recommended treatment (see Figure 34).

In 2000, CSH conducted an archaeological assessment (Hammatt and Chiogioji 2000) of a proposed water line between Whitmore Village and Wahiawā Town, which extended across the north fork of Kaukonahua Stream just beyond the eastern portion of the current project area (see Figure 34). No historic properties were identified as a result of their study and Hammatt and Chiogioji (2000:13) reported that the entire proposed water line route, “the two plateaus and Kaukonahua Stream—were completely reshaped by the mid-20<sup>th</sup> century.”

In 2002, CSH conducted a literature review and field inspection (Hammatt et al. 2002) for the then-proposed Wahiawa Community Transit Center, located in Wahiawā Town, between Center Street and California Avenue, to the south of the current project area (see Figure 34). As a result of their field inspection, Hammatt et al. (2002) identified no surface archaeological sites and no prior or ongoing traditional cultural practices within their project area. They also reported on the impacts of ongoing modern development that included the construction of buildings and graded areas.

In 2006, CSH performed a literature review and field inspection (Tulchin and Hammatt 2006) of two separate parcels: a 10-acre portion located to the east of the current project area and a 314-acre portion located immediately north of the current project area (see Figure 34). CSH identified a single historic property within the northeastern portion of the 314-acre survey area—a series of historic railroad trestle foundations (CSH-1) across an unnamed gulch (see Figure 34). Tulchin and Hammatt (2006:32) recommended an inventory-level archaeological study be conducted to further document the railroad trestle, “as well as to identify additional historic properties that may exist within the uncultivated gulch areas.”

In 2008, CSH conducted a field inspection (McCurdy and Hammatt 2008) of an 11-acre parcel for the then proposed Leilehua High School Ball Park within Schofield Barracks, located to the southeast of the current project area (see Figure 34). As a result of their fieldwork, CSH identified a single historic property a likely Historic cemented basalt block incinerator with brick lining (see Figure 34). However, no SIHP site designation was assigned to the incinerator.

In 2010, Scientific Consultant Services conducted an archaeological assessment (Wilson and Spear 2010) of approximately 34 acres of former agricultural lands near the intersection of Kaukonahua and Kamananui roads, located to the northwest of the current project area (see Figure 34). During that study, a field survey and twenty-four mechanically-excavated test trenches did not encounter any historic properties; the presence of disturbed soils (up to 2.45 meters below ground surface) throughout their project area was interpreted as evidence of agricultural tilling.

In 2011, Garcia and Associates conducted archaeological and cultural monitoring (Sims et al. 2011) for Helemano Trail Construction Activities for the Stryker Brigade Combat Team between Schofield Barracks and Helemano Military Reserve in portions of Wai‘anae Uka, Wahiawā, Kamananui, and Pa‘ala‘a Uka *ahupua‘a*, located to the west of the current project area (see Figure 34). Sims et al. (2011) identified and excavated a subsurface charcoal lens, (SIHP 50-80-04-7173) near the north edge of the plateau above Kaukonahua Gulch; and obtained two radiocarbon dates: a sample of *‘ulei* that dated to a combined range of between 1440 and 1640 cal AD and a sample of *‘ulu* dated (1430 and 1630 cal AD) (Sims et al. 2011:50). Thus, the lens was interpreted as a Precontact thermal feature.

In 2013, CSH conducted a field inspection and literature review for the then-proposed Iliahi Elementary School Play Court Project at 2035 California Avenue in Wahiawā Town, located to the southeast of the current project area (see Figure 34). No surface archaeological sites were identified as a result of their fieldwork and Groza et al. (2018:iii) mentioned “the lack of precious archaeological studies during recent development projects” within their study area and “its immediate vicinity” and recommended no further work for the proposed project.

In 2015, Keala Pono Archaeological Consulting conducted an AIS (McElroy et al. 2015) of three separate properties prior to the construction of four reservoirs, located northwest of the current project area (see Figure 34). Their study included a surface survey and subsurface archaeological testing in the form of eight mechanically-excavated trenches. No surface or subsurface historic properties were identified as a result of their investigation. However, McElroy et al (2015:53) did report the discovery of secondarily-deposited glass and ceramic fragments from backdirt piles that were interpreted to be “trash from pineapple or sugarcane field laborers.” Then in 2019, Keala Pono prepared an Archaeological Monitoring Plan or AMP (McElroy et al. 2019) for two of the four reservoir locations (see Figure 34) reported in the McElroy et al. (2015) study.

## 2. Background

In 2017, CSH conducted a field inspection and literature review (Liwosz et al. 2018) for water system improvements within portions of the street right-of-way of various streets in Wahiawā Town, located to the southwest of the current project area and mostly west of Kamehameha Highway (see Figure 34). No surface archaeological features were encountered as a result of their field inspection. However, Liwosz et al. (2018) recommended on-site archaeological monitoring of ground disturbing activities along Ka'alalo Place as this residential area was the site of a former cemetery; and on-call monitoring with weekly spot-check for the remainder of the project area.

Later that same year, CSH conducted a field inspection and literature review (O'Hare et al. 2018) for another phase of water system improvements along portions of the right-of-way of various streets in Wahiawā Town, located to the south and southeast of the current project area and to the east of Kamehameha Highway and north of California Avenue (see Figure 34). No significant surface archaeological findings were reported as a result of their field inspection. However, O'Hare et al. (2008:48) described a single potential in-use historic property thusly,

In the majority of the project area, curbing was not observed along the streets. However, cement curbing was observed along the southern portions of Lehua and Koa Streets, near their intersections with Kilani Avenue. The curbing appears to be of an early twentieth century style of construction, reminiscent of the earlier cut basalt style of curbing, in which uniform sections of an aggregate material were joined together with mortar. . . The curbing may be part of the original alignments of the project area streets, which were developed between the 1930s and 1950s based on historical maps; therefore, it is a potential in-use historic property.

Due to the potential for subsurface historic properties and the presence of the potential in-use historic curbing, CSH recommended on-call archaeological monitoring with weekly spot-checks.

In 2018, CSH conducted an archaeological evaluation and drafted an AMP for the State DOD Emergency Siren Modernization Program at 14 locations throughout O'ahu, including one proposed siren location in Whitmore Village, to the east of the current project area along the south side of Whitmore Avenue (see Figure 34). That study (Yucha et al. 2018) included background research, a review of previous archaeological studies and a surface survey of a 100-meter radius area from the proposed siren locations. No historic properties were identified during the study and on-call monitoring was put forth in the AMP for the Whitmore Village location.

In 2018, ASM conducted a Historic Properties Inventory Survey (Novell et al. 2019) for the then-proposed Whitmore Community Food Hub project, which coincides with the northern portion of the current project area, and extended to the west beyond the western edge of the current project area (see Figure 34). No archaeological sites were encountered as a result of the fieldwork and no previously designated local, state, or national historic districts are located within the boundaries of the Novell et al (2019) study area or the portion of the current project area, which coincides with it. ASM identified twenty-seven buildings, twenty of which are at least fifty years old and are thus considered historic. Sixteen of the twenty-seven buildings recorded fall within the current project area (Figure 35) and nine of the buildings are over fifty years old (Table 2). However, none of these or the other eleven buildings built over fifty years ago and recorded by Novell et al. (2019) are currently listed in either the National or Hawai'i Registers of Historic Places, and none are currently recognized by the Historic Hawai'i Foundation as historic properties.

**Table 2. Buildings recorded as part of temporary Site XXXX found within the current project area.**

<i>Building Identification</i>	<i>Description</i>	<i>Construction Date</i>
J	Warehouse	1984
K	Greenhouse	1992
L	Greenhouse	1992
M	Greenhouse	1992
N	Warehouse/shops	1964
O	Warehouse/shops/offices	1964
P	Shop	1964
Q	Storeroom	1964
R	Small greenhouse	1972/73
S	Large greenhouse	1972/73
T	Warehouse	1964
U	Warehouse	1964
V	Quonset hut	1949
W	Warehouse	1962/63
X	Quonset hut	1941
Y	Soil fumigant tank storage	1985



Figure 35. Locations of buildings recorded as part of temporary Site XXXX during the Novell et al. (2019) HPIS relative to the current project area boundary, outlined in red.

Most of the buildings at the former Dole Company Operations Facility at Whitmore Village are utilitarian and served as machine shops, warehouses, storage, greenhouses, and other functions associated with a maintenance yard. Collectively, the buildings will be assigned a SIHP Site designation; however, at present the buildings are referred to as temporary Site XXXX, for the Historic Properties Inventory Survey is still under review by the DLNR-SHPD Architecture Branch. As the Novell et al. (2019) study sufficiently documented the site, no further mitigation work was the recommended treatment for temporary Site XXX. Furthermore, because there were no archaeological resources identified as a result of the fieldwork, Novell et al. (2019) concluded that no further archaeological work need be conducted prior to, or during project implementation. As part of the prior study, ASM also considered whether the twenty Historic buildings within temporary Site XXXX could be contributing resources to an as of yet undefined historic district related to the Hawaiian Pineapple Company/Dole Plantation. However, upon further examination, ASM determined that many of the former warehouse buildings are no longer extant, that nearly all worker housing has been extensively altered, and that many structures have been added since the end of the potential historic district's period of significance. Therefore, ASM concluded that the hypothetical historic district would likely not be considered significant because it lacks sufficient integrity to effectively convey its historical character and associations with the Hawaiian Pineapple Company/Dole Plantation's period of significance.

In 2019, ASM also conducted a Cultural Impact Assessment (Gotay and Rechtman 2019) for the proposed Whitmore Community Food Hub Project within the same portion of the current project area as the Novell et al. (2019) HPIS; the results of this earlier CIA will be discussed in the following section.

In 2020, ASM conducted a companion archaeological inventory survey (AIS) for the current project (Gotay and Clark in prep). As a result of the recent AIS fieldwork carried out for the current study, and the HPIS fieldwork conducted for the Whitmore Village development project, two Historic Period sites: a cut-slope pathway (Site 50-80-04-8875) and remnants of a train trestle (Site 50-80-04-8876); and sixteen buildings that are part of a larger site (temporary Site XXXX) were identified within the current project area (Figure 36). Site 8875, a Historic Period pathway, is considered significant under Criterion d for the information it has yielded relative to the late nineteenth to early twentieth century activities associated with the development of the so-called Wahiawa Colony. Based on historical research, Site 8875 was likely used by the Wahiawā settlers to access their farm plots on the plateau to the north after they crossed the north fork of Kāukonahua Stream. The width of the majority of Site 8875 would have allowed for pedestrian, horse and mule, and perhaps cart access between the stream and the tablelands above. Site 8876, a Historic Period train trestle, is considered significant under Criterion d for the information it has yielded relative to the early to middle twentieth century activities associated with the former O. R. and L. railroad line,

## 2. Background

particularly the Wahiawa Branch, which was constructed in 1906. A review of historical maps and archival documentation provided sufficient detail to understand the extent of the former railroad ROW and trestle, which was utilized to allow goods and passengers to travel between the pineapple fields to the north of Kaukonahua Stream and the pineapple canneries in Honolulu. The research and fieldwork conducted during the Gotay and Clark (in prep) study has been sufficient to exhaust the information potential of Sites 8875 and 8876; and no further work is the recommended treatment for the site, which should not be impacted by the development of any of the proposed pedestrian crossing alternatives. Regarding the buildings within the previously recorded Temporary Site XXXX, no further mitigation work was recommended, as the Novell et al. (2019) study has sufficiently documented the site.

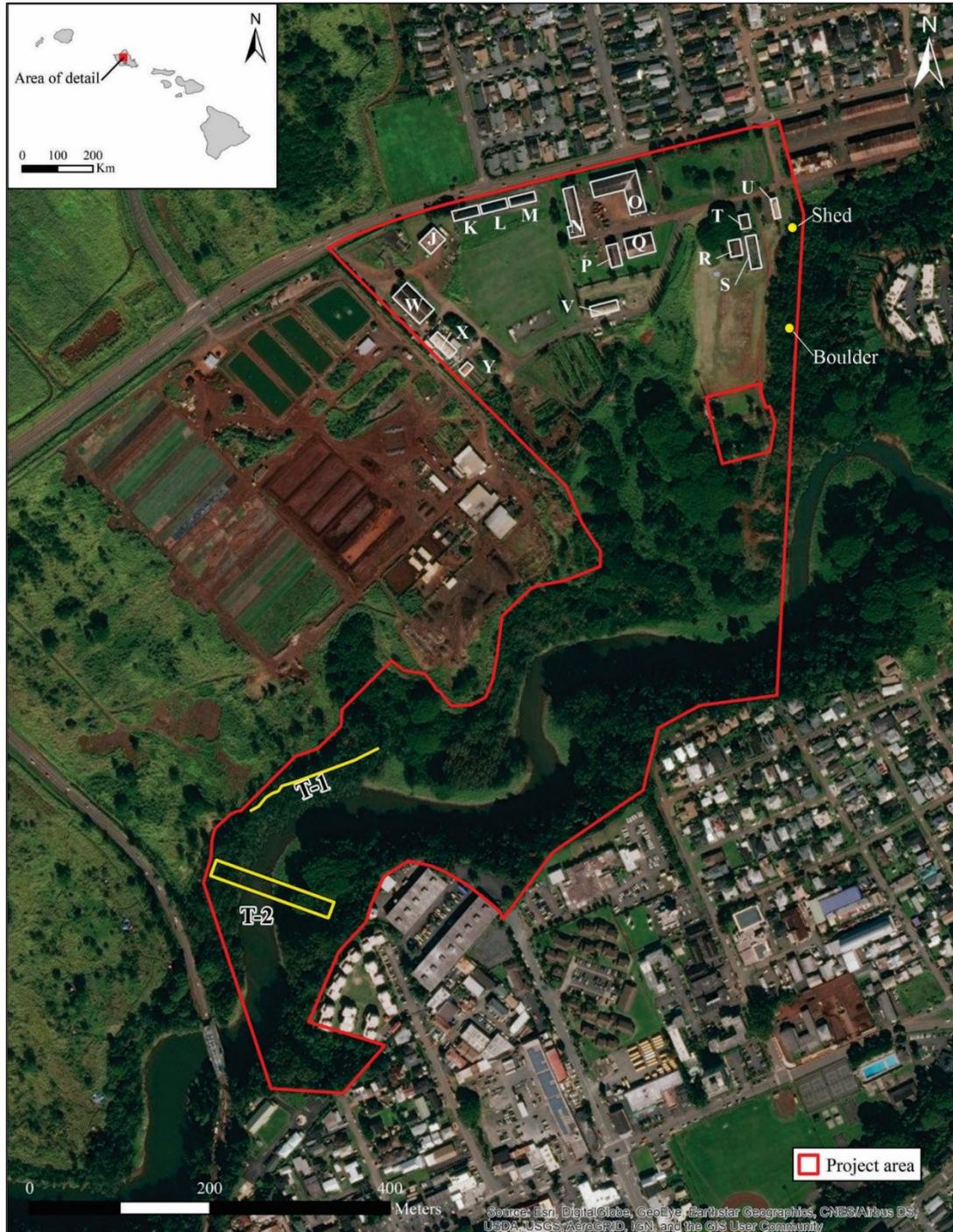


Figure 36. Site location map from Gotay and Clark (2020) study.

## PREVIOUS CULTURAL AND ETHNOGRAPHIC STUDIES

In addition to the archaeological studies previously conducted within the project area vicinity, three (Desilets et al. 2011; Genz and Hammatt 2011; Gotay and Rechtman 2019) prior cultural and ethnographic studies have been conducted within the broader study area over the last fifteen years, including the aforementioned CIA (Gotay and Rechtman 2019) for the then-proposed Whitmore Village Food Hub project. During these prior studies, members of the community shared their intimate knowledge of these lands and associated traditional practices. By carefully reviewing the comments, concerns, and recommendations reported in the cultural and ethnographic studies, one can develop a better understanding of the potential impacts of the proposed development project on the immediate project area and the greater Wahiawā cultural landscape. As the intent of many of these community members (some of whom have since passed) was to protect and preserve the area's cultural resources, it is appropriate to include their contributions in the current study. Presented in the ensuing section are summaries of the individual interviews and written responses (Table 3) captured during the consultation process of prior studies conducted within the current project area vicinity. The methodology and results of the consultation process undertaken as part of the current study are detailed in the Consultation section of this report.

**Table 3. Summary of consultations from prior cultural and ethnographic studies.**

<i>Name of Consultant</i>	<i>Type of Consultation and Date</i>	<i>Study Author</i>
Helen Mark-Bajo	Interview 2006-2007	Desilets et al. 2011
Ellen Burke Hyer	Interview 2006-007	Desilets et al. 2011
Poni E. Kamau'u	Interview 2006-2007	Desilets et al. 2011
Keona Mark	Interview 2006-2007	Desilets et al. 2011
Shad Kāne	Supplemental Statement 2006-2007	Desilets et al. 2011
Lurline Lee	Supplemental Statement 2006-2007	Desilets et al. 2011
Maile Napoleon	Supplemental Statement 2006-2007	Desilets et al. 2011
Keona Mark	Supplemental Statement 2006-2007	Desilets et al. 2011
Maria Orr	Supplemental Statement 2006-2007	Desilets et al. 2011
Phyllis "Coochie" Cayan	Letter Response February 23, 2011	Genz and Hammatt 2011
Velma Kekipi	Interview February 23, 2011	Genz and Hammatt 2011
Thomas Lenchanko	Interview January 18, 2011	Genz and Hammatt 2011
William Ailā	Email Response December 13, 2010	Genz and Hammatt 2011
Halealoha Ayau	Email Response January 3, 2011	Genz and Hammatt 2011
Shad Kāne	Email Response December 10, 2010	Genz and Hammatt 2011
Winona Agüero	Interview January 2019	Gotay and Rechtman 2019
Joe Francher	Interview January 2019	Gotay and Rechtman 2019
Jo-Lin Kalimapau	Written Statement February 2019	Gotay and Rechtman 2019
Tom Lenchanko	Interview January 2019	Gotay and Rechtman 2019
Anonymous I	Interview January 2019	Gotay and Rechtman 2019
Anonymous II	Email Responses February 2019	Gotay and Rechtman 2019

### **An Ethno-Historical Study of O'ahu's Central Plateau (Desilets et al. 2011)**

Between September 2006 and September 2007, GANDA conducted an ethnographic survey as part of an ethno-historical study of the Līhu'e-Wahiawā-Helemano area to the north and west of the current project area, with an emphasis on the lands comprising the Schofield Barracks Military Reservation and Helemano Military Reservations (Desilets et al. 2011). To that end, an ethnographer conducted four oral history interviews with consultants that either lived or worked in the vicinity of their study area and were familiar with the history and *mo'olelo* of the study area. In addition to the formal interviews, GANDA sought supplemental statements from five community members. Summaries of the interviews and the supplemental statements (see Table 3) as reported by Desilets et al. (2011) are presented below.

#### ***Helen Mark-Bajo***

Born in Waialua (Hale'iwa) in 1935, Helen Mark-Bajo worked for the Navy Exchange at Whitmore, then Lualualei Ammunition Depot. In 1956, she began working at Schofield Barracks where she remained until about 1980. She worked briefly at Fort Shafter and then returned to the current project area vicinity to take a job at Wheeler. Her mother was half Hawaiian and half-Chinese (of the Weed Anana family); and her father was a well-known Chinese

fisherman. Regarding land use and traditional cultural practices within Schofield Barracks, Ms. Mark-Bajo reported that the Army kept any knowledge of those things secret from the public, and that as far back as she remembers everything in that area was under military control. She also recalled hearing stories of the Halemano man-eaters that lived in the valleys between Wahiawā and Waialua. Ms. Mark-Bajo also shared that people, including her uncle, used to walk from Wahiawā all the way Hale'iwa in Waialua like it was nothing. She also mentioned what people called the Old Road, Kaukonahua Road, which in 1941 was the only road between Waialua and Wahiawā.

### ***Keona Mark***

Born in 1954 at Waialua (Hale'iwa), Keona Mark graduated from Kamehameha Schools and went on to study at the University of San Francisco; in 1989 he returned to O'ahu to care for his mother. His mother was Chinese-Hawaiian and her family had lived in Waialua for generations (family name: Anana, Alana, and Dung) and his great grandmother was Kauai'ō Kuhia (from Muliwai on Big Island); his father was pure Chinese. Mr. Mark shared his knowledge of cultural sites located at the bottom of the gulch and on the slopes near the Urban Assault Course (UAC) on the West Range of Schofield Barracks by Kolekole Pass. Mr. Mark indicated that where *laua'e* (*Phymatosorus scolopendria* – a fragrant fern) is growing is a clue that a *heiau* was formerly located there. He stated that the stone alignments found at the bottom of the gulches were used to divert fresh water for drinking and planting purposes. And added that there may be terraces and a house site as indicated by clusters of *kukui* trees, as well as a burial on the lower slope, although he had not seen any artifacts. Mr. Mark also spoke about how the view from that area of the nearby mountain peaks of Pu'u Makali'i, Pu'u Kalena, and Mount Ka'ala makes one feel like they are in the clouds. He also suggested that Kolekole Pass would have functioned as a strategic location during warfare. However, Mr. Mark added that much of the area had been disturbed as a result of the UAC construction project and that very little cultural resources likely remain.

### ***Ellen Keaupuni Burke Hyer***

Born in 1922 in Honolulu, Ellen Hyer did not learn Hawaiian language as a child because she was not allowed to speak Hawaiian even though her mother's side of the family were fluent in the language. During World War II, Ms. Hyer worked as a tour guide at the Dole Pineapple Cannery. In 1946, she and her husband had planned to move from O'ahu to Hilo but because of the tsunami on April 1, 1946, they decided instead to move to a lot in Wahiawā. She and her husband joined three small wooden houses (provided by the Army) into a larger house. Ms. Hyer reported that in addition to the battles fought near Kolekole Pass, the Schofield area was formerly home to beautiful birds whose feathers were used to make helmets for the *ali'i*. She also recalled how in 1947 and 1948 she used to go into upper Helemano to look for the old abandoned pineapple camps to harvest building materials. Ms. Hyer spoke about how someone had bought up a lot of those old camp buildings, dismantled them, and resold the wood and bricks because building materials were so scarce at that time. Thus, many people built their homes from historic second-hand lumber and materials in Wahiawā. Ms. Hyer, the recipient of a Wahiawa Neighborhood Living Legend Award, made a lasting impression on the Wahiawā community and passed away in 2008.

### ***Poni E. Kamau'u***

Born in 1954, Poni Kamau'u was a descendant of the Samuel Kamau'u-Mailekini line (from Hilo and Hana Maui) on his father's side, and his maternal grandmother was Pu'uhainahau, his grand-aunt was I'olani Luahine, and his *tutu* Keahi (of Kaua'i) was a member of the royal Kaumuali'i-Kapi'olani family. Kamau'u shared that Kēpa Maly had told him that where Wheeler, Schofield Barracks, and Helemano Military Reservation are located today was designated as a *kapu* place known as Lihu'e. Farmers and fishermen lived on the outskirts of the broad flat plain rather than within the sacred land, under the rule of a kind *ali'i* named Lihu'e. He also mentioned that near Kolekole Pass there is a rock that marks an area where the cannibals who fled into the mountains were trapped and later executed/sacrificed. Lihu'e himself fled to Kaua'i to escape the cannibal spirits and no one remained in the area except for a *po'o kahuna* at Kolekole Pass who was able to calm the spirits and thus live there. According to Kamau'u, the last of these *kahu* was a priestess named Makalihilihi-a-oko who, like the others before her, resided in an enclosure located across from a *heiau*, both of which have since been destroyed. Kamau'u also shared that '*e'epa* (strange) *menehune* (legendary race of small people) with dog teeth lived in the Kolekole area. Kamau'u also referred to the Kolekole Pass and Kūkaniloko area as Koe'awe, and later stated that the name was also used to refer to a type of rain that fell there. He also spoke of Lili'ilehua who was the priestess and midwife for the births of all the pureblooded high chiefs at Kūkaniloko. Kamau'u added that where the Kūkaniloko birthstones are is a sacred site with a lot of *mana* that was not open to many visitors; and that there are still things buried there. Kamau'u recalled that that the former sugar, and later pineapple, fields extended from Waialua all the way to Kahuku. He also shared that in the uplands of Helemano there were many native plants growing including those that pertain to *akua* (deities), such as *koa* (*Acacia koa* – the largest native forest tree),

*lama* (*Diospyros sp.* – endemic ebony hardwood trees), *‘iliahi* (*Santalum sp.* – Hawaiian sandalwood trees), *pūkiawe*, (*Styphelia sp.*– native shrubs and small trees), *a‘ali‘i* (*Dodonaea sp.* – native hardwood shrubs), *lehua* (*Metrosideros Macropus* – ‘ōhi‘a tree flower), *maile kaluhea* (*Alyxia olivaeformis* - a variety of native twining shrub), and *kiele* (*Gardenia augusta* – Polynesian gardenia), as well as *pili papa* (*Heteropogon contortus* – a variety of *pili* grass) on the flat lands and *kō* (*Saccharum officinarum* – ancient sugarcane) that grew near a former battlefield where the military still conducts training (translations and scientific names not provided by Desilets et al. [2011] after Pukui and Elbert [1986]). Poni Kamau‘u passed away in 2009, a revered *kumu hula*, Hawaiian cultural practitioner, and spiritual icon.

### ***Shad Kāne***

In his supplemental statement, then-O‘ahu Island Burial Council member, Shad Kāne wrote that his *kupuna* were correct in viewing the world as having a center or *piko* and that this concept was only one facet of the broader significance of Kūkaniloko. Mr. Kāne added that his personal understanding of Kūkaniloko extended beyond it being a place, and included connections with celestial bodies, a birthing site, and a means of uniting all people. He emphasized that Kūkaniloko does not belong to a few specific individuals and instead belongs to everyone, for Kūkaniloko, “is within all of us by birth. . . regardless of where we reside or where we are from” (Desilets et al. 2011:160). Mr. Kāne added that the relationship between Kūkaniloko and other cultural properties is not as important as the relationship between people and Kūkaniloko that holds more significant meaning than just another cultural site.

### ***Lurline Lee***

Lurline Lee was the President of the Wahiawa Hawaiian Civic Club and wrote on their behalf when she provided her supplemental statement. Mrs. Lee expressed that Kūkaniloko is sacred to them and that the civic club *mālama* (care for) the site and encourage all Hawaiians to visit and *mālama* too. She wrote about how the club felt obligated to clean up the area in the early days and in the 1970s, a group known as Friends of Kūkaniloko was organized and they gave tours and accepted donations to maintain the site. She mentioned Kūkaniloko’s significance as a birthing site since the 12<sup>th</sup> century in addition to being the royal center not just of Līhu‘e but of all Hawai‘i. Mrs. Lee stated that although women don’t *hanau* (give birth) there anymore, it is the *kuleana* (responsibility) of all members of her club to take care of the Kūkaniloko Complex, which in ancient times included other areas like Līhu‘e and Helemano. She also wrote about how people are drawn to see and learn at Kūkaniloko; and that visitors include schools from O‘ahu and other islands, Hawaiian organizations, and ‘*ohana* from all over Hawai‘i and elsewhere.

### ***Maile Napoleon***

Maile Napoleon, a cultural practitioner and former resident of Whitmore Village, wrote in her statement that Kūkaniloko will always be a part of Hawaiian culture no matter how much time passes because the mana remains there. She added that warriors used to train at Helemano, royal families gave birth at Kūkaniloko, and that Līhu‘e was the royal center of O‘ahu at one time. Mrs. Napoleon concluded her statement thusly, “Without the past we don’t have a future or a present in regards to our culture. For Hawaiians if you don’t know where you come from, you don’t know who you are” (Desilets et al. 2011:161).

### ***Keona Mark***

Keona Mark, a cultural practitioner, provided a statement. Her statement is reproduced in its entirety as follows: “Kūkaniloko is very significant as are all sites on Oahu and other islands and they are all connected. Any opportunity to visit any cultural site is an opportunity to connect us with our past, our ancestors and our *kupuna*” (Desilets et al. 2011:161).

### ***Maria Orr***

Maria Orr, a descendant of the Pi‘ilani family line, wrote about how she and many living Hawaiians were not raised in their Hawaiian culture because it was discouraged during her parents, grandparents, and great-grandparents’ generations. However, during the 1970s, there was a resurgence of interest in Hawaiian language, music, arts and crafts, and genealogy “people devoured books written by 19th century ethnographers, as well as monarchs Kalakaua and Lili‘uokalani to learn about their history” (Desilets et al. 2011:161). Ms. Orr added that she comes from one of the fortunate families who know their genealogy. She then shared that her paternal grandfather was born during the time of the Hawaiian Kingdom, and her paternal grandmother was born the year of the overthrow of the throne. Her grandfather used to tell her that his family were from the Pi‘ilani Ohana on both his parents’ sides. She stated that when her genealogy was done in the 1970s, she did not even know how to pronounce her ancestors’ names and they were unknown to her. Ms. Orr shared how school and work-related projects helped her to become familiar with her

ancestors, and their connection to places like Kūkaniloko, Waikīkī, Hālawā, and Waimea, among others. She is still learning about them. Kūkaniloko and the lands of Līhu‘e and Helemano were lands of her ancestors; although La‘ielohelohe, the ancestral matriarch of the Pi‘ilani family, was born in Waikīkī, her father was a descendant of the Lō Ali‘i and her mother was previously married to another Lō Ali‘i, who were once the guardians of the lands of Līhu‘e. Ms. Lee wrote that her connection to the *‘āina* makes her feel closer to her ancestors and a part of their legacy that will be carried on by her descendants. She stated that it hurts her to see “the obliteration of remnants of their lives as the lands all over Hawaii are drastically modified” and added that “it helps to be able to go to places where they walked, lived and died and re-connect with them” (Desilets et al. 2011:161).

### **CIA for the Proposed In-Vessel Composting Facility (Genz and Hammatt 2011)**

Cultural Surveys Hawai‘i (CSH) conducted a CIA (Genz and Hammatt 2011) of a 112-acre project area for a then-proposed composting facility located to the south of Wilikina Drive and to the northwest of the current project area. The Genz and Hammatt (2011) CIA focused on the entire *ahupua‘a* of Kamananui as their study area. They contacted twelve potential interviewees, two of the nine individuals that responded participated in formal interviews, which are summarized below. In addition, some individuals provided written responses to their request for consultation and these responses are also summarized below.

#### ***Shad Kāne***

Shad Kāne was a member of the O‘ahu Island Burial Council, Nakoa ‘o Palehua, and the Hawaiian Civic Club’s Historic Preservation Committee when he provided a written response to the request for consultation in February of 2011. Mr. Kāne acknowledged that the proposed composting facility project area was located in land previously disturbed as part of commercial agriculture, specifically grading activities in which soil was pushed into the valleys to create flatter planting areas. He added that intact cultural sites would likely only be extant in adjacent gulches and valleys where less prior disturbance had occurred. Mr. Kane referred CSH to his on-line cultural preservation blog for further cultural context of the project area. Genz and Hammatt (2011) shared his post about the significance of present-day Kunia Road, a former trail that linked Kukaniloko with Pu‘uloa (Pearl Harbor); the post also mentioned the significance of Līhu‘e as a place where *na koa* (warriors) were trained and the fierce battles that took place near there.

#### ***Phyllis “Coochie” Cayan***

Phyllis Cayan was DLNR-SHPD History and Culture Branch Chief when she provided a letter response to CSH’s request for consultation in February of 2011. Ms. Cayan expressed concern that ground disturbing activities associated with the proposed composting facility might impact previously unknown burials and burial sites despite the long history of commercial agriculture in the proposed project area.

#### ***Thomas Lenchanko***

Thomas Lenchanko was Vice-President of the Hawaiian Civic Club of Wahiawā and spokesperson for ‘Aha Kūkaniloko/Koa Mana, Hawaiian National Lineal Descendants when he was interviewed by CSH in January of 2011. In his interview, Mr. Lenchanko shared details about the “enduring cosmological, spiritual, and cultural significance of Kukaniloko, since time immemorial, the creation of O‘ahu, and the descent of the first people from the gods” (Genz and Hammatt 2011:40). Per Lenchanko, O‘ahu was born from the spiritual union of two islands Wai‘anae, the *wahine* or woman, and Ko‘olau, the *kāne* or man, who centered their offspring at the *piko* (navel) of Ko Hawaii Pae Aina at Kukaniloko. He discussed his knowledge of various sacred places with references in *mo‘olelo* and the Kumulipo, as well as testimony from *kūpuna mā* (those who we choose to follow), such as the *ka‘anani‘au* (boundary marker) stones or *pōhaku* called Oahu nui and Oahu iki that possess great mana for they were once brother and sister who ruled over all; these *pōhaku* are found near Waikakalaua Stream. Another sacred place is *ka lua a‘a hu* (the pit from where we descend), a small pool someplace in Wahiawa where the people of O‘ahu descended from the gods. Mr. Lenchanko shared that the Kūkaniloko birthing stones site was first used by *ali‘i kapu* Nanakaoko (the father) and Kahihikalani (the mother) for the birth of their son Kapawa around ad 1060 and last used for the birth of Kapuhihewa. In addition to a birthing place, Kūkaniloko was also a learning center and among the traditional school lands managed by John Papa Ii under Kauikeaoulii (Kamehameha III). Mr. Lenchanko mentioned two *pahu* (drum) *heiau* ‘Opuku and Hawea located with Kamananui and Halemano, and a *waihau heiau* (“heiau where hogs, bananas, and coconuts were sacrificed, but not human beings” [Pukui and Elbert 1986:378]) known as Ho‘olonopahu, which was an associate heiau of Kukaniloko. He also spoke of how the cultural sites within the 36, 000-acre Kukaniloko were connected by trails and view planes that could be used to sight constellations, which exemplify the astronomical alignment between

what is observed in the heavens and the arrangement of *pōhaku* on the plain and the etchings of constellations on the surfaces of some of said *pōhaku*.

Regarding potential cultural impacts of the proposed project, Mr. Lenchanko challenged the concept of land ownership and questioned how the developers could claim ownership despite the fact that “nothing is older than Kūkaniloko and those whom are buried in our land, Ko Hawaii Pae Aina” (Genz and Hammatt 2011:43). He spoke of how in ancient times the burial rights of families were perpetuated on their lands despite any changes in the rule of kings, chiefs, or land agents. Although reduced to only 5 acres at the time of his interview, according to Mr. Lenchanko, the land of Kūkaniloko is much more than that, it “. . . is our inheritance, contains our family’s iwiawaloa, ancestral burial places, its learning center, and its traditional comprehension” thus, “Any disturbance to the land will disrupt the perpetuation of our inheritance” (Genz and Hammatt 2011:42).

### ***Velma Kekipi***

Velma Kekipi was President of the Hawaiian Civic Club of Wahiawā when she was interviewed in February of 2011; born in 1942, she grew up in Palolo but also resided in Wahiawā between 1972 and 1984 and returned to Wahiawā in 1994. Her mother was a second-generation Japanese immigrant and her father was Hawaiian. Although her father encouraged her family to learn English and not engage in Hawaiian or Japanese language or cultural activities, Ms. Kekipi recounted that he was very good at cooking kalua pig in an *imu* in their yard. By the time she was interviewed she was considered an expert *lau hala* weaver. Like Tom Lenchanko, Ms. Kekipi shared that *kupuna* recognize a much broader land area for Kūkaniloko than the 5-acre State Monument—an area that extends from the Wai‘anae mountains to Wahiawā and beyond. She also shared that the Civic Club of Wahiawā was hoping to become the stewards of roughly 500 acres of land surrounding the 5-acre plot to develop a learning center. Ms. Kekipi views Kūkaniloko not only as the *piko* of O‘ahu, like others do, but as the *piko* of the entire world and as such, “she asserts that Kūkaniloko can heal people and the Earth” (Genz and Hammatt 2011:45).

Regarding potential cultural impacts of the proposed project, Ms. Kekipi expressed concern that ground-disturbing activities associated with the proposed composting facility might impact previously unknown burials and burial sites despite the long history of commercial agriculture in the proposed project area. She shared that the entire proposed project area and the surrounding region had been used for family burials and that *iwi* had been uncovered in Schofield Barracks.

### ***William Ailā***

William Ailā, then-of Hui Mālama I Nā Kūpuna ‘O Hawai‘i Nei, stated he was not aware of any specific cultural properties within the proposed project area.

### ***Halealoha Ayau***

Halealoha Ayau, then-of Hui Mālama I Nā Kūpuna ‘O Hawaii Nei stated he did not have knowledge of the particular project area when he responded to the request for consultation.

### **CIA for the Proposed Whitmore community Food Hub (Gotay and Rechtman 2019)**

In January and February of 2019, Teresa Gotay conducted interviews to discuss the potential cultural impacts of the then-proposed Whitmore Community Food Hub Project within the northeast portion of the current project area (Gotay and Rechtman 2019). For the preparation of the earlier CIA, the primary author conducted three informal talk-story interviews over the phone (Winona Aguero, John Francher, and Anonymous I), one in-person interview (Tom Lenchanko), and gathered additional information in written form via electronic correspondence (Anonymous II). In addition to these interactions, the primary author received electronic correspondence from five individuals who likely received the information request when it was disseminated to the Hawaiian Civic Club of Wahiawā by Jo-Lin Kalimapau, who contributed a written statement, which is also included with the interview summaries below. The five individuals who emailed ASM about the information request expressed their opposition to the project as well as the study and their mistrust of the entire process. As some of their concerns were based on a misunderstanding, the primary author responded via email to clear up the confusion and attempt to open further dialog and collaboration with these individuals. To date, no additional communication has resulted from this effort. For further information regarding this exchange refer to Gotay and Rechtman (2019 Appendix A).

### ***Jo-Lin Lenchanko Kalimapau***

Jo-Lin Lenchanko Kalimapau, Historian and Treasurer of the Hawaiian Civic Club of Wahiawā, did not choose to be interviewed for the prior CIA, but did approve the inclusion of her following statement, which is reproduced in its entirety below:

We, the Hawaiian Civic Club of Wahiawā, individually and collectively, perpetuate these most important teachings from our *kūpuna ma* of Kūkaniloko, those of Kūkaniloko who have gone before us whom we choose to follow:

**RESPECT** is unconditional love handed down from generation to generation.

The past is always present, therefore, **ALOHA** is forever ... and **FOREVER** is the old way of our ancients...*eō* (Gotay and Rechtman 2019:47)

### ***Winona Agüero***

Winona “Auntie Nona” Agüero was born and raised in Wahiawā and has lived on and off at her home in Whitmore Village near Helemano Elementary School since 1972. Auntie Nona is half-Hawaiian, her mother is pure Hawaiian (born in Kealahakua-Kona on Big Island), but she was brought up in Wahiawā with Filipino culture rather than with Hawaiian culture. Her maternal ties also connect her to Lāna‘i, where her mother had moved to be with her Filipino husband’s plantation family. During her studies between 2001 and 2008, she worked as a student employee in the Native Hawaiian Center at Leeward Community College and attended lots of conferences that helped her grow her awareness of Native Americans and Native rights, as well as sustainability. Thus, her awareness and passion for Native Hawaiian cultural heritage emerged within the last 20 years from her affiliation with the Native Hawaiian Center. Her experience there helped her appreciate what her family did with *kalo* and *lauhala* in the past. She currently does genealogy and is more mindful of the traditional past and “when archaeological things happen.” For instance, she mentioned how her son once found an original *poi* pounder in one of the Wahiawā gulches—even though she never saw any cultural sites herself, she knows folks lived there in the past.

The house she currently resides in is an original plantation home that was brought up from one of the original Dole plantation camps formerly located in the valley around 1947. Since she first moved into the 3-bedroom house, it has been home to a multi-generational family with up to nine members residing there at one time. When she remarried in 1987, she moved away and rented out the house until her return in 2001. Currently, she and her husband are enjoying their retirement life there, and share the home with her two sons, a daughter-in-law, and the grandkids, and her daughter lives nearby. During her teenage years, Nona and her family lived in Wahiawā town. In 1970, when Nona was 15 years-old she spent the summer between her junior and senior year working in the Dole pineapple fields while her older sister took the bus each day to work at the Dole cannery. When asked about her knowledge of traditional cultural properties and former or ongoing traditional cultural practices within the project area, she replied she was not aware of any, and emphasized that she had been all over the different pineapple fields in the area. She also said that even though she has lived in Whitmore Village since 1972, she never really heard of traditional practices or properties in the project area either and doesn’t know any traditional practitioners in Whitmore. As a member of the Wahiawā Civic Club, she has been exposed to how the club’s beliefs regarding the connection between Kūkaniloko and Whitmore Village. However, she herself has never heard or seen anything like that there. She also remarked that the only person in Whitmore Village who is closest to being a cultural practitioner is a modern transplant whom she considers more as a modern practitioner that does *imu* and teaches kids Hawaiian stuff but does not have any real ties to the Whitmore Village area.

Auntie Nona spoke of her frustration with people who have Hawaiian blood and say they are against the project but do not have a tie to the area. She mentioned that they talk about how they take care of the land and people but remarked on the fact that she has never seen them at Kūkaniloko and only sees them when they are fighting against TMT (the Thirty-Meter Telescope project on Hawai‘i Island). Auntie Nona expressed skepticism and said, “if you can prove you are a cultural practitioner, that it is a cultural place, or that you will destroy a native plant then ok; but otherwise, it’s neither here nor there” (Gotay and Rechtman 2019:48). She went on to say that she has done community events with the local homeless and never seen them there; so, when they talk about giving to the community, in her opinion, they have no room to talk.

Auntie Nona recalled having attended two distinct meetings within a week of one another about the proposed Food Hub Project about a year before her interview. She stated that at the first meeting she was surprised to hear that a work, plant, and live-type package was slated for the former Dole Plantation site. Nona recalled that the second meeting had more people in attendance who voiced their opposition to the project. However, she was happy that the developers proposed to clean up Whitmore Village, and specifically address the homeless, drug activity, and

prostitution along the edges of Whitmore Village. Nona supported the idea of a sustainable food hub that serves the community and thinks the pros: food opportunities and job opportunities, outweigh the cons, namely traffic.

### **Thomas “Tom” Lenchanko**

Tom Lenchanko has been *kūka‘awe* (guardian), of Kūkaniloko Birthstones State Monument, which he refers to as the *kapuahuawa* complex, since 1975. Per Lenchanko, the *pu‘uhonua* Kūkaniloko is the *piko* of O‘ahu and the nation, “a center of exact and concise energy or mana, divine supernatural power, and birthplace of our alii, those elite persons who were born, nurtured, disciplined and eventually chosen to lead our early kingdoms” (Gotay and Rechtman 2019: 49). As *kūka‘awe* of Kākaniloko, Lenchanko espouses the ancient concept of *ka‘ānani‘a* that he defined as, “to guard the kapu, privileges, that are specific to Oahu Island,” which “also provides for management of our well-being and an understanding of the relationship of the land to its people and the people to their land” (Gotay and Rechtman 2019:49) According to Mr. Lenchanko, the project area is *iloko* (within) the 36,000 acres of the *pu‘uhonua* Kūkaniloko and is therefore significant. He admitted that the 37-acre project area is considered as old Dole facilities today. However, in his opinion, traditional cultural properties exist forever, even if a site is moved it is not destroyed if someone is able to learn, understand and believe in a place then traditional cultural properties can be perpetuated. Regarding potential cultural impacts from the proposed Food Hub Project, although he objects to all proposed development projects because they alter the complexion of the land, he is resigned to the fact that the Food Hub project will likely proceed. He remains hopeful that the project will contribute to the well-being of the community. He stated that today “the complexion of the project area is foreign to our Hawaiian beliefs, ceremony and practices” but the mana is not lost. Mr. Lenchanko questioned the long term-benefit of over a century of pineapple farming to the Whitmore community. He also voiced concerns about who would carry out the proposed project because most of the residents of Whitmore Village are older retired plantation families, whose children are not interested in that type of work. He opined that there needs to be an incentive for the younger local people to participate in this project and that it is more likely that it will be run “by foreign people and the people of the Whitmore Village community will become observers and outsiders”(Gotay and Rechtman 2019:50). Another detrimental cultural impact of such development projects lies within the state’s review process, which in his opinion, “fails to afford us our responsibility to manage our Hawaiian traditional cultural property, beliefs, ceremony and practices upon our family property” (Gotay and Rechtman 2019:50). Per Lenchanko, a further detrimental cultural impact is “their wrongful interpolation for our value of Hawaiian traditional comprehension of place” Gotay and Rechtman 2019:50).

Mr. Lenchanko stated that he would like to see someone care for the public safety, health and the well-being of the houseless people living along the river and in the outskirts of Whitmore Village who have generational ties to Kūkaniloko and cannot take care of themselves. He suggested the project should provide support for the children who count on school for their meals, as well as hospitals and elder care facilities. He spoke of the sad situation we currently find ourselves in in which our extended families are neglected most of the time. He offered the solution of *kūpuna* teaching the *keiki* who will grow into practitioners and heal the land for everyone’s benefit. Mr. Lenchanko also spoke of how the value of any product lies within its ability to contribute to the well-being of the community. To that end, Mr. Lenchanko is a proponent of watershed management and reforestation of native hardwoods for conservation and is currently engaged in the process of developing the 511-acre property (acquired by the Office of Hawaiian Affairs [OHA] in 2012) for these pursuits and ultimately to enrich the Hawaiian community. He also encourages progressive farming programs such as Mohala Farms in Waialua, which complement the restoration of *lo‘i kalo* (taro ponds) and *loko i‘a* (fish ponds).

### **Joe Francher**

Joe Francher was the vice chair of the Wahiawa-Whitmore Village Neighborhood Board #26 at the time of his interview in January 2019, and a resident of Wahiawā. He shared that he was not aware of any former or ongoing traditional cultural practices or traditional cultural properties within the project area. He mentioned that many of the Whitmore Village residents are older retired Filipino and Native Hawaiian Dole workers and their families. Regarding potential cultural impacts from the proposed project he mentioned that community members had complained at the neighborhood board meetings about increased traffic that would affect the peace of the town. Mr. Francher mentioned this concern in the context of the NAVCOMM EastPac upgrade that occurred 6-7 years ago and increased traffic along Whitmore Avenue and upset the county. According to Mr. Francher, the community is also concerned that the proposed project will bring in new outsiders with more qualifications than what is available locally and will thus take the job opportunities away from the Whitmore residents. Although he personally did not object to the proposed project and thought it would be an improvement for the area, he “did object to the way that ADC proceeded without community involvement and without apparent concern for the community” (Gotay and Rechtman 2019:51). He added that it was

not until after their second neighborhood board meeting for the project and the involvement of Senator Delacruz, that the developers began to pay attention to the Whitmore community.

### ***Anonymous I***

A third-generation resident of Whitmore Village, Anonymous I was unwilling to go on record using their name. They declined to participate in the formal CIA process because their knowledge had been passed down through generations and will continue to do so without being written down or recorded because it is *kapu*. However, they did want to go on record about their concern for the community and the most important priority before any development projects are undertaken near Whitmore Village: the need for an alternate road for entry and exit to the Whitmore Village community to allow for residents to get out and emergency vehicles and personnel need to get in. They mentioned specifically that high wind gusts caused a utility pole to fall, which had blocked the residents' access to the community and hampered their ability to leave.

### ***Anonymous II***

This participant preferred to remain anonymous responded in writing via electronic correspondence, rather than be interviewed. Their responses are summarized below. Anonymous II considered themselves unqualified regarding knowledge of cultural properties within the proposed Whitmore Community Food Hub project area. However, they stated that the history of the area “dating back to the times of the births of our Royal children is important to acknowledge and perpetuate” and added that, “From 860 AD these lands were recognized as the Sacred Uplands worthy of embracing the birth of our *nā Ali'i*. These *Ali'i* were raised and educated in these, the “*kula lands*” or lands of education and schooling” (Gotay and Rechtman 2019:51). They also mentioned the proximity to Kūkaniloko beyond the project area and that the Wahiawā Civic Club had taken over enforcement of the *kapu* there in the 1960s from *kanaka maoli* who had cared for it beginning in the 1930s. They specified that the stewards maintain the *kapu* “through the constant physical maintenance and care of the grounds of Kūkaniloko Birthstones State Monument; and by especially preserving the *mo'olelo* - traditional comprehension - of these Sacred Uplands of Wahiawā through lessons held in their outdoor classroom onsite” (Gotay and Rechtman 2019:52).

Regarding potential impacts from the proposed project, they stated that such occupation would further bury their history and expressed concern that future generations will not be able to know their history from looking upon the land. Anonymous II suggested that the proposed project bear a dedication that acknowledges the past of the 36,000-acre *Pu'uhonua Kūkaniloko, kalana Wahiawā, Līhu'e, Halemano* with interpretive signage that includes maps, photos and *mo'olelo*. They also stated that the Wahiawā Civic Club of Wahiawā would be happy to assist with preparation of such a display.

### 3. CONSULTATION

Gathering input from community members with genealogical ties and long-standing residency or relationships to the study area is vital to the process of assessing potential cultural impacts to resources, practices, and beliefs. It is precisely these individuals that ascribe meaning and value to traditional resources and practices. Community members often possess traditional knowledge and in-depth understanding that are unavailable elsewhere in the historical or cultural record of a place. As stated in the OEQC Guidelines for Assessing Cultural Impacts, the goal of the oral interview process is to identify potential cultural resources, practices, and beliefs associated with the affected project area, as well as the broader study area. It is the present authors' further contention that the oral interviews should also be used to augment the process of assessing the significance of any identified traditional cultural properties. Thus, it is the researcher's responsibility to use the gathered information to identify and describe potential cultural impacts and propose appropriate mitigation as necessary.

In an effort to identify individuals knowledgeable about traditional cultural practices and/or uses associated with the current subject property, a public notice was submitted to the Office of Hawaiian Affairs (OHA) for publication in their newspaper, *Ka Wai Ola*. The notice was submitted via email on February 18, 2020 and was published in the March 2020 issue. To date, no responses have been received from the public notice. Although no responses were received as a result of the *Ka Wai Ola* publication (notes column from consultation table) ASM staff contacted ten individuals via email and/or letter: Malia Doo of the Hawaiian Civic Club of Wahiawā, Tom Penna of Hō Mai Ka Pono, Lauren and Shelley Muneoka of KAHEA, Glen Kila, Kai Markell of OHA, Martha Noyes, Jo-Lin Kalimpapau, Shad Kāne, and Thomas Lenchanko. Of the ten individuals contacted, only one individual (Martha Noyes) responded to the interview request and consented to participate in the consultation process. A second individual (Thomas Lenchanko) responded with a brief email but to date has not accepted the invitation to be interviewed. In addition, Remedio Dabaluz, Director of Protocol, Kānāwai Māmalahoe Ke Auponi O Atooi Na Uma Uma ka Poohiwi, provided his contact information and expressed interest in participating but to date has not responded to the interview request.

As part of the interview process and with the consent of the interviewee, the interview was audio recorded for note taking purposes only (audio files not available). Upon completion of the interview, ASM staff prepared an interview summary, which was emailed to the interviewee for review and approval prior to inclusion in the current document.

In response to ASM's request for information and invitation to participate in the CIA, Thomas Lenchanko responded via email on March 6, 2020, "Not sure where this program stands...Last month's community meeting at Helemano School in Whitmore most folks were against the project and asked that the funds should [be] lapsed and return to the general fund." To date he has not provided any further responses to subsequent emails.

The OEQC Guidelines for Assessing Cultural Impact also allow for the inclusion of constraints or limitations that might have affected the quality of the information obtained as a result of the ethnographic and oral history procedures conducted as part of the consultation process. To that end, it is our opinion that the recent outbreak of the novel coronavirus COVID-19 pandemic has likely had a limiting effect on the consultation process of current study. As communities around the globe are engaged in social distancing behaviors and self-imposed quarantine measures and living under the constant threat of infection and exposure, many people are no longer leaving their homes for any reason. A further complication is that when seeking individuals for participation in the consultation process, we often turn to those people considered the most vulnerable to this disease, i.e. the *kūpuna*. This poses a two-fold challenge, for the authors want to refrain from exposing these individuals and the solution to such preventative measures i.e. video-chat or other telecommunications are often outside the capabilities of *kūpuna* who either lack the necessary technology or the ability to use it.

Above all however, regardless of age or technological prowess, the current pandemic has many people feeling anxious and overwhelmed as they are working from home while caring for children who are out of school, and managing the health and safety of themselves and their loved ones to the best of their ability. Thus, it is our opinion that in the current climate of uncertainty associated with COVID-19 fewer individuals are able to, or are willing to set aside the time to participate in the consultation process. Furthermore, it is our contention that the low response rate is not a reflection of low interest in the proposed project or a lack of knowledge regarding traditional cultural properties or practices within the project area or greater study area—rather, the limited response to requests for consultation is likely a result of the timing of the current study in the midst of a pandemic.

**MARTHA NOYES**

Pending interview summary approval.

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## 4. IDENTIFICATION AND MITIGATION OF POTENTIAL CULTURAL IMPACTS

The OEQC guidelines identify several possible types of cultural practices and beliefs that are subject to assessment. These include subsistence, commercial, residential, agricultural, access-related, recreational, and religious and spiritual customs. The guidelines also identify the types of potential cultural resources, associated with cultural practices and beliefs that are subject to assessment. Essentially these are natural features of the landscape and historic sites, including traditional cultural properties. A working definition of traditional cultural property is:

“Traditional cultural property” means any historic property associated with the traditional practices and beliefs of an ethnic community or members of that community for more than fifty years. These traditions shall be founded in an ethnic community’s history and contribute to maintaining the ethnic community’s cultural identity. Traditional associations are those demonstrating a continuity of practice or belief until present or those documented in historical source materials, or both.

The origin of the concept of traditional cultural property is found in National Register Bulletin 38 published by the U.S. Department of Interior-National Park Service. “Traditional” as it is used, implies a time depth of at least 50 years, and a generalized mode of transmission of information from one generation to the next, either orally or by act. “Cultural” refers to the beliefs, practices, lifeways, and social institutions of a given community. The use of the term “Property” defines this category of resource as an identifiable place. Traditional cultural properties are not intangible, they must have some kind of boundary; and are subject to the same kind of evaluation as any other historic resource, with one very important exception. By definition, the significance of traditional cultural properties should be determined by the community that values them.

It is however with the definition of “Property” wherein there lies an inherent contradiction, and corresponding difficulty in the process of identification and evaluation of potential Hawaiian traditional cultural properties, because it is precisely the concept of boundaries that runs counter to the traditional Hawaiian belief system. The sacredness of a particular landscape feature is often cosmologically tied to the rest of the landscape as well as to other features on it. To limit a property to a specifically defined area may actually partition it from what makes it significant in the first place. However offensive the concept of boundaries may be, it is nonetheless the regulatory benchmark for defining and assessing traditional cultural properties. As the OEQC guidelines do not contain criteria for assessing the significance for traditional cultural properties, this study will adopt the state criteria for evaluating the significance of historic properties, of which traditional cultural properties are a subset. To be significant the potential historic property or traditional cultural property must possess integrity of location, design, setting, materials, workmanship, feeling, and association and meet one or more of the following criteria:

- a Be associated with events that have made an important contribution to the broad patterns of our history;
- b Be associated with the lives of persons important in our past;
- c Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value;
- d Have yielded, or is likely to yield, information important for research on prehistory or history;
- e Have an important value to the native Hawaiian people or to another ethnic group of the state due to associations with cultural practices once carried out, or still carried out, at the property or due to associations with traditional beliefs, events or oral accounts—these associations being important to the group’s history and cultural identity.

While it is the practice of the DLNR-SHPD to consider most historic properties significant under Criterion d at a minimum, it is clear that traditional cultural properties by definition would also be significant under Criterion e. A further analytical framework for addressing the preservation and protection of customary and traditional native practices specific to Hawaiian communities resulted from the *Ka Pa‘akai O Ka ‘Āina v Land Use Commission* court case. The court decision established a three-part process relative to evaluating such potential impacts: first, to identify whether any valued cultural, historical, or natural resources are present; and identify the extent to which any traditional and customary native Hawaiian rights are exercised; second, to identify the extent to which those resources and rights will be affected or impaired; and third, specify any mitigative actions to be taken to reasonably protect native Hawaiian rights if they are found to exist.

The proposed Wahiawa Pedestrian Bridge project includes three alternatives regarding where the pedestrian bridge will span the north fork of Kaukonahua Stream to connect Whitmore Village with Wahiawā Town and ultimately facilitate access to the transportation center beyond. The three possible alternatives are referred to as alignments and borrow the names of the streets in Wahiawā Town where they would potentially be located, from west to east: Palm Street, North Cane Street, and Koa Street. All three of the possible alignments begin at the same point at Whitmore Avenue in the northwest corner of TMK parcel (1) 7-1-002:009 and extend in a southeasterly direction along the inside of the western parcel boundary and diverge to cross the stream near the northern terminus of their namesake streets.

No Precontact archaeological sites were identified within the current project area as a result of the fieldwork conducted as part of the historic properties survey (Novell et al. 2019) for the Whitmore Community Food hub project or the AIS carried out for the current project (Gotay and Clark 2020). Although two Historic Period sites were identified—remnants of a railroad trestle (Site 8876) and a cut-slope pathway (Site 8875), neither of these sites qualify as traditional cultural properties. Additionally, no traditional cultural properties or former or ongoing traditional cultural practices were identified as a result of a recent cultural impact assessment (Gotay and Rechtman 2019) of a roughly 34-acre area that coincides with the northeast end of the current project area.

These negative findings combined with the lack of information regarding traditional cultural practices specifically related to the subject parcel are not unexpected for the following reasons. A large portion of the current project area was the site of the Dole Company Operations Facility at Whitmore Village since at least 1946. This area and the acreage on the plateau along the north bank of the north fork of Kaukonahua Stream that comprises the western portion of the project area was likely planted in pineapple as part of the HAPCo. acreage as far back as the early 1900s. The steep banks of the section of Kaukonahua Stream that flows through the project area were likely deemed unsuitable for modern or ancient agricultural pursuits; and the modifications to this portion of the landscape as a result of modern temporary houseless community's activities has likely obscured any evidence of former traditional cultural properties that may have remained extant in the twentieth century. The flatter portions of the project area situated along the south bank of the north fork of Kaukonahua Stream are host to ongoing commercial, industrial, and residential development that has altered the landscape therein, since the early twentieth century. Thus, any traditional cultural practices that may have been practiced within the current project area likely predated the establishment of HAPCo (later Dole) and Wahiawā Town over a century ago.

Given the negative findings of the current study with respect to the identification of any traditional cultural properties or practices located within the boundaries of the 80-acre project area, coupled with the results of a recent study (Gotay and Rechtman 2019) that included a portion of the current project area, it is our conclusion that the proposed Wahiawa Pedestrian Bridge project will not result in any direct impacts to valued cultural, historical, or natural resources; or associated traditional and customary practices.

As revealed in the consultation process for this and prior studies, the project area location presents a prime example of the inherent challenge of defining the boundaries of traditional cultural properties. While the focus of this assessment is the 80 acres of land, which comprises the proposed project area, some individuals consulted in the preparation of prior studies and contacted for inclusion in the current study believe that the partitioning of central O'ahu plain and the relegation of the Kūkaniloko Birthstones State Monument into a discrete 5-acre parcel discounts the greater cultural significance of the area. Rather, they view the current project area as *i loko* or within a 36,000-acre traditional cultural property—*pu'uhonua* Kūkaniloko and the *kalana* of Wahiawa-Lihue-Helemano. To these individuals, any development activity within this 36,000-acre area would be seen as affecting the more extensive *pu'uhonua* Kūkaniloko. To some Kūkaniloko is considered the most sacred site on O'ahu or the in Hawaiian Islands, while others maintain it is the most sacred site in the world. One specific concern related to the proposed pedestrian bridge project was that the height of the proposed pedestrian bridge might adversely impact the viewshed from the currently preserved Kūkaniloko Birthstones site. To this end, we recommend that HDOT includes a viewshed analysis in the environmental documentation to help guide the selection of the most appropriate crossing alignment alternative that would have little or no impact on the Kūkaniloko Birthstone State Monument viewshed.

Further, in light of the significance of Kūkaniloko, we recommend that the beliefs of the guardians of Kūkaniloko and other Native Hawaiians be taken into account in an effort to allow the community that values the traditional cultural property to determine its significance. To that end, we suggest that the proposed project incorporate a reference to the cultural significance of Wahiawā as the former birthplace of the Lō Ali'i and the home of the *pu'uhonua* Kūkaniloko. We recommend that HDOT collaborate with local community members, such as the members of the Hawaiian Civic Club of Wahiawā, the Friends of Kūkaniloko, and cultural practitioners to determine the best approach to creating a culturally sensitive representation of the significance of the area that will honor the beliefs and traditional customs of the Native Hawaiian community of Wahiawā. We also recommend that this consultation be ongoing during implementation of the Wahiawa Pedestrian Bridge project and that HDOT keep the community informed of any changes to the proposed project that could result in previously unanticipated cultural impacts.

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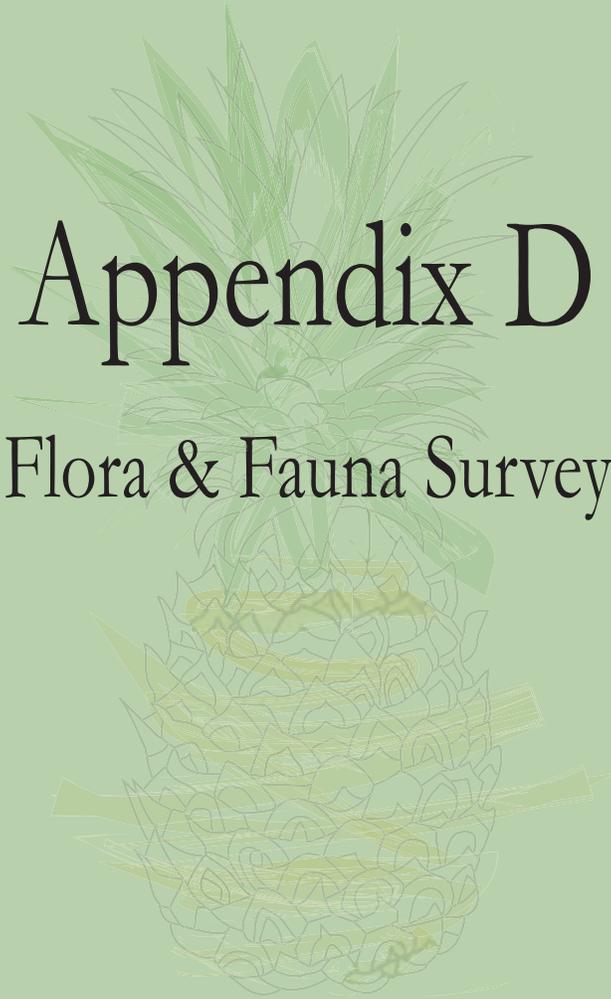
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# Appendix D

## Flora & Fauna Survey







**H. T. HARVEY & ASSOCIATES**

Ecological Consultants

50 years of field notes, exploration, and excellence



**Wahiawa Pedestrian Bridge Project  
Biological Survey Report**

**Project # 4410-01**

Prepared for:

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May 12, 2020

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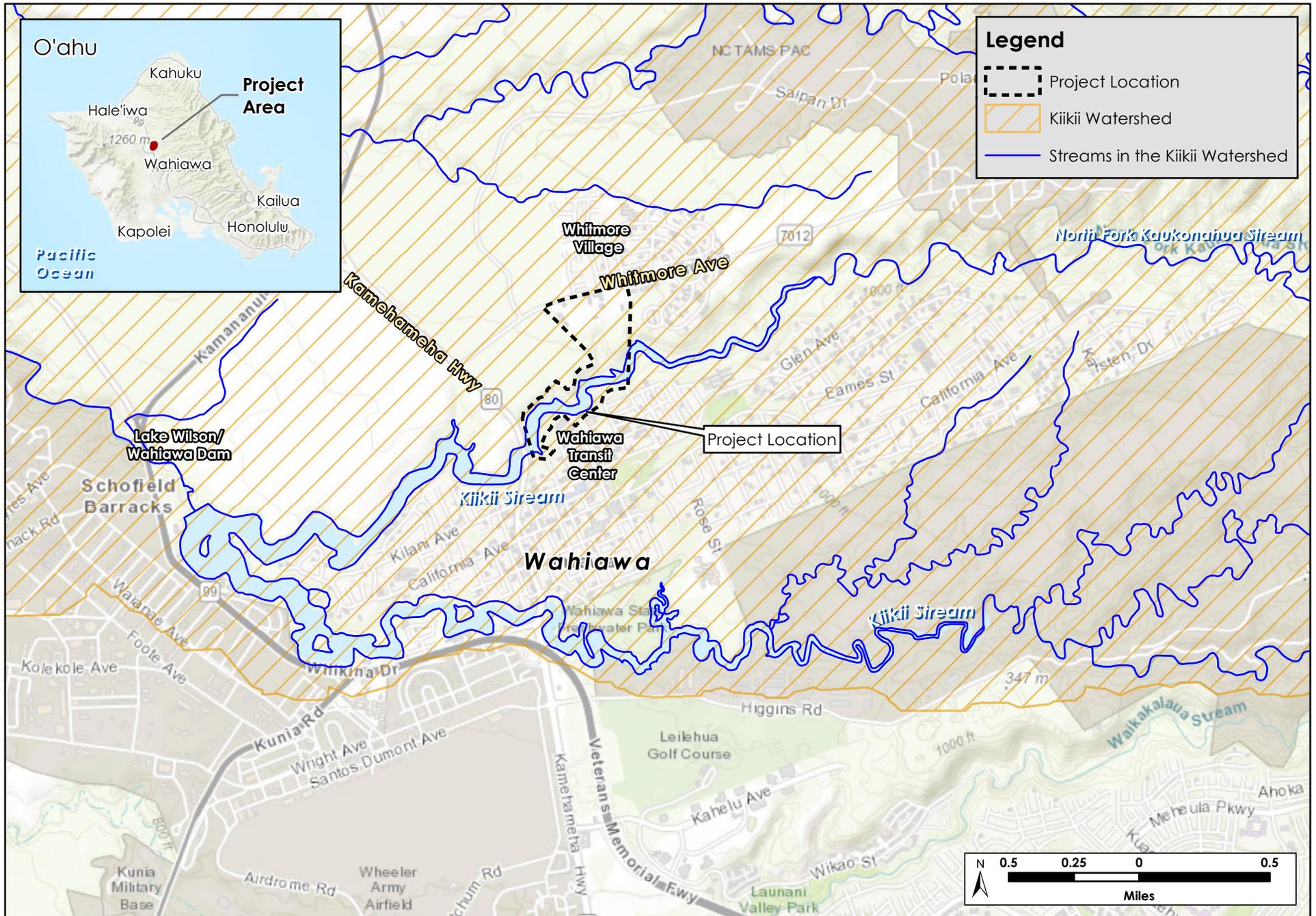
## Section 1.0 Project Description and Background

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The Wahiawa Pedestrian Crossing Project (the Project) is a Hawaii Department of Transportation (HDOT) project located in the Wahiawa District in central Oahu (Figure 1). The Project involves construction of a shared use bicycle/pedestrian facility from Whitmore Village to Wahiawa Town, which includes a new non-vehicular bridge over Kiiikii Stream. The purpose of the Project is to facilitate easy access by drastically reducing the travel time and distance between Whitmore Village and Wahiawa Transit Center. HDOT and WSP USA (WSP) are currently in the environmental planning and preliminary engineering phases of the Project and are evaluating three potential routes for the proposed pedestrian bridge alignment: Palm Street, North Cane Street, and Koa Street (Figure 2). This biological survey report presents the findings of the flora and fauna studies conducted to support the environmental planning and permitting for the Project. The biological study area (Study Area) illustrated in Figure 2 is identical to the Project Area and encompasses approximately 80 acres. The objectives of this biological study were:

- Conduct a reconnaissance-level wildlife survey to identify and document wildlife species (birds and mammals).
- Conduct a reconnaissance-level botanical survey to identify and document the vegetation communities and the plant species.
- Identify and document biological issues of concern, including the presence of any taxa that are state or federally listed as threatened or endangered, candidate species for listing, or sensitive habitats.
- Identify potential impacts and a range of conservation measures that may be considered for inclusion into the planning and design phase of the Project if any taxa state or federally listed as threatened or endangered and candidate species for listing are found in the Study Area.

The Project is situated in the Kiiikii Watershed, which is an extensive (58 square miles) watershed encompassing the Kiiikii Stream System with large embayments (Parham et al. 2008) (Figure 1). The Project is located approximately 1.5 miles east and upstream from the Wahiawa Reservoir (Lake Wilson). The Study Area for the Project overlaps approximately 3,920 linear feet (ft) of the Kiiikii Stream, which is the primary perennial stream in the Kiiikii Stream System (Figure 2). The elevation in the Study Area ranges from about 840 ft (above mean sea level [MSL]) from the stream bed to 997 ft (above MSL) in the northern upland portion. Average annual rainfall in the vicinity is about 46 inches (Giambelluca et al. 2013). The Study Area is in a highly disturbed rural part of the island. Apart from the undeveloped areas and steep, vegetated stream banks, the Study Area consists of agricultural fields and is designated as agricultural land in the State Land Use zoning system (DPP 2009). The only water body in the Study Area mapped by the National Wetlands Inventory (USFWS 2020a) is Kiiikii Stream. The Study Area does not overlap with designated or proposed critical habitat for any federally endangered or threatened taxa (USFWS 2020b).



N:\Projects\4410\4410-01\Reports\Fig. 1 Project Vicinity.mxd



N:\Projects\4400\4410-01\Reports\Fig 2 Project Location and Study Area.mxd



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**Figure 2. Project Location and Study Area**

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April 2020

## Section 2.0 Methods

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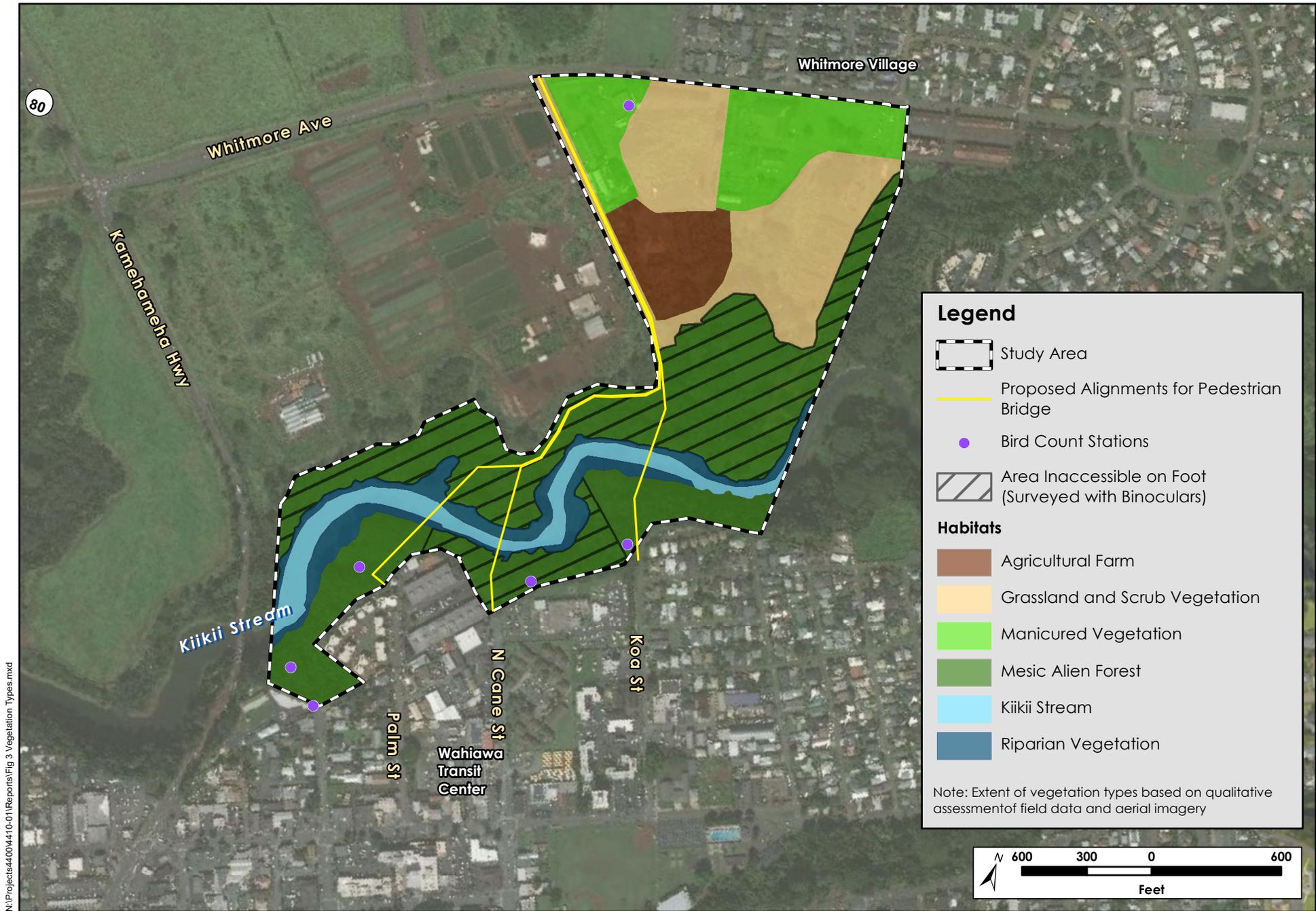
A reconnaissance-level biological survey of the project area was conducted on February 25, 2020, from 9:00 a.m. to 5:00 p.m. Sunny to partially cloudy skies and moderate trade winds prevailed during the survey period. One botanist and one wildlife biologist (hereafter referred to as biologists) conducted the survey together. A handheld Global Positioning System (GPS) device preloaded with spatial details was used to navigate during the survey and record field observations. The biologists walked the accessible parts (see discussion below) of the Study Area and documented the vegetation types, plants, birds and mammals. In general, rocky outcrops, shaded areas, and topographic depressions, which are more likely to support native plant species, were intensively surveyed.

Visual or auditory detection and identification of animal signs (e.g., scats, tracks, and nests) were used to document the presence of bird and mammal species. In addition to general observations made throughout the survey, six 10-minute point counts were conducted between 8:30 a.m. and 2:30 p.m. (Figure 3). This effort included tallying all birds seen or heard by a single observer from a fixed point over a period of 10 minutes. Hawaii does not have native reptiles and amphibians. The only native terrestrial mammal, the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*), is known to occur on Oahu (Tomich 1986). Protocol level Hawaiian hoary bat surveys to detect their activity in the Study Area were not part of the scope of this biological study to support the planning and design phase of the Project.

The biologists were not able to survey several parts of the Study Area either because they were not able to safely access that area or because they did not have the right-of-entry permit to the property that might have provided access to that portion of the Study Area (Figure 3). The entire northern stream bank was not accessible. The area to the west (of the Palm Street alignment) along this bank had a large homeless camp. Access to most of the central portion along this bank (between the Palm Street and the Koa Street alignments) would have required entering through the Alii Agricultural Farms property to which the biologists did not have an entry permit. The eastern end of the Study Area (east of the Koa Street alignment) along this northern bank comprises a steep gulch with dense impenetrable vegetation that prevented safe access.

The biologists were able to access about half of the area along the south bank of the stream (Figure 3). Most of the southern border of the Study Area abuts a chain-link fence that also demarcates the boundaries of the properties and residences next to the Study Area. The area around the North Cane Street alignment on the southern stream bank could not be accessed because the biologists did not have the permission to enter the adjacent Wahiawa Industrial Center properties that would have otherwise provided access to this area. The biologists tried to access this area around the North Cane Street alignment by approaching it from the Palm Street alignment side, but steep rocky terrain covered with impenetrable thickets of tall grass prevented safe access.

Wherever possible, the biologists used binoculars to scan the vegetation in the inaccessible portions of the Study Area. For example, in some places along the southern bank, the biologists were able to hike down to the edge of the water and these locations offered a vantage point to scan the vegetation along the northern stream bank.



N:\Projects\4400\4410-01\Reports\Fig 3 Vegetation Types.mxd



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**Figure 3. Vegetation Types**

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## Section 3.0 Results

### 3.1 Flora

The taxa recorded during the biological reconnaissance survey are indicative of the season (i.e., rainy) and the environmental conditions at the time of the survey. No plant species that are state or federally listed as threatened, endangered, or candidates for listing, and no rare native Hawaiian plant species, were observed in the accessible parts of the Study Area. A total of 115 plant species were observed in the Study Area. The vast majority (109 species, about 95%) of these are either cultivated, Polynesian introduced, or naturalized. Only six species (5%) are indigenous or believed to be indigenous to the Hawaiian Islands: hala (*Pandanus tectorius*), kou (*Cordia subcordata*), hau (*Hibiscus tiliaceus*), glossy nightshade (*Solanum americanum*), and uhaloa (*Waltheria indica*) (Wagner et al. 1999). Table 1 provides a list of the plant species observed in the accessible parts of the Study Area.

**Table 1. Plant Species Observed in the Study Area**

Family	Scientific Name	Common name	Status <sup>1</sup>	Relative Abundance
<b>Ferns and Fern Allies</b>				
Polypodiaceae	<i>Phlebodium aureum</i> (L.) J.Sm.	Lauae haole	nat	R
Thelypteridaceae	<i>Cyclosorus dentatus</i> (Forssk.) Ching	Downy wood fern	nat	R
<b>Gymnosperms</b>				
	<i>Araucaria columnaris</i> (G.Forst.) Hook.	Cook's pine	nat	U
<b>Angiosperms – Monocots</b>				
Agavaceae	<i>Cordyline fruticosa</i> (L.) A.Chev.	Ti, ki	pol	R
	<i>Sansevieria trifasciata</i> Prain	Snake plant	nat	R
Araceae	<i>Epipremnum pinnatum</i> (L.) Engl.	Money plant	nat	C
	<i>Colocasia esculenta</i> (L.) Schott	Taro	pol	U
	<i>Monstera deliciosa</i> Liebm.	Swiss cheese plant	cul	C
Arecaceae	<i>Cocos nucifera</i> L.	Coconut	pol	U
	<i>Dypsis lutescens</i> (H. Wendl.) Beentje & Dransf.	Areca palm	cul	U
	<i>Pritchardia</i> sp.	Fan palm	cul	U
	<i>Roystonea regia</i> (Kunth) O.F.Cook	Royal palm	nat	R
	<i>Veitchia merrillii</i>	Manila palm	cul	U
Cyperaceae	<i>Cyperus polystachyos</i> Rottb.	Pycneus	ind	U
	<i>Kyllinga brevifolia</i> Rottb.	Green kyllinga	nat	U
Heliconiaceae	<i>Heliconia</i> sp.	Heliconia	nat	R
Liliaceae	<i>Asparagus plumosus</i> Baker	Asparagus fern	nat	U
	<i>Crinum asiaticum</i> L.	Giant lily		U
Pandanaceae	<i>Pandanus tectorius</i> Parkinson ex Z	Hala, screwpine	ind?	R
Poaceae	<i>Axonopus compressus</i> (Sw.) P.Beauv.	Wide leaved carpet grass	nat	C
	<i>Bambusa</i> sp.	Bamboo	cul	U
	<i>Cenchrus echinatus</i> L.	Sandbur	nat	C
	<i>Chloris barbata</i> Sw.		nat	C

Family	Scientific Name	Common name	Status <sup>1</sup>	Relative Abundance
	<i>Cynodon dactylon</i> (L.) Pers.	Bermuda grass	nat	C
	<i>Digitaria ciliaris</i> (Retz.) Koeler	Henry's crab grass	nat	C
	<i>Echinochloa colona</i> (L.) Link	Jungle rice	nat	C
	<i>Eragrostis pectinacea</i> (Michx.) Nees var. <i>pectinacea</i>	Carolina love grass	nat	C
	<i>Urochloa maxima</i> (Jacq.) R. Webster	Guinea grass	nat	A
	<i>Melinis repens</i> (Willd.) Zizka	Natal red top	nat	U
	<i>Paspalum conjugatum</i> P.J.Bergius	Hilo grass	nat	U
	<i>Paspalum fimbriatum</i> Kunth	Fimbriate paspalum	nat	U
	<i>Paspalum urvillei</i> Steud.	Vasey grass	nat	U
	<i>Stenotaphrum secundatum</i> (Walter) Kuntze	Centipede grass	nat	U
	<i>Urochloa mutica</i> (Forssk.) T.Q.Nguyen	California grass	nat	A
<b>Angiosperms – Dicots</b>				
Acanthaceae	<i>Asystasia gangetica</i> (L.) T.Anderson	Chinese violet	nat	U
	<i>Justicia betonica</i> L.	White shrimp plant	nat	U
Amaranthaceae	<i>Amaranthus</i> sp.	Amaranthus	nat	U
Anacardiaceae	<i>Mangifera indica</i> L.	Mango	nat	U
	<i>Schinus terebinthifolius</i> Raddi	Christmas berry	nat	C
Apocynaceae	<i>Plumeria</i> L.	Plumeria	nat	U
Araliaceae	<i>Schefflera actinophylla</i> (Endl.) Harms	Octopus tree	nat	C
Asteraceae	<i>Ageratum conyzoides</i> L.	Billy goat weed	nat	U
	<i>Ageratum houstonianum</i> Mill.	Maile kula	nat	U
	<i>Bidens alba</i> (L.) DC. var. <i>radiata</i> (Sch.Bip.) Ballard ex Melchert	Beggartick	nat	C
	<i>Bidens pilosa</i> L.	Spanish needle	nat	U
	<i>Crassocephalum crepidioides</i> (Benth.) S.Moore	Crassocephalum	nat	U
	<i>Emilia fosbergii</i> Nicolson	Pualele	nat	U
	<i>Sphagneticola trilobata</i> (L.) Pruski	Wedelia	nat	C
Bignoneaceae	<i>Spathodea campanulata</i> P.Beauv.	African tulip tree	nat	C
Boraginaceae	<i>Cordia subcordata</i> Lam.	Kou	ind	R
Brassicaceae	<i>Lepidium virginicum</i> L.	Peppergrass	nat	U
Buddlejaceae	<i>Buddleja asiatica</i> Lour.	Dog tail	nat	R
Cactaceae	<i>Hylocereus undatus</i> (Haw.) Britton & Rose	Dragon fruit	nat	R
Caricaceae	<i>Carica papaya</i> L.	Papaya	cul	U
Caryophyllaceae	<i>Drymaria cordata</i> (L.) Willd. ex Roem. & Schult. var. <i>pacifica</i> M.Mizush.	Pilipili	nat	U
Casuarinaceae	<i>Casuarina equisetifolia</i> L.	Ironwood	nat	C
Clusiaceae	<i>Clusia rosea</i> Jacq.	Autograph tree	nat	R
Combretaceae	<i>Conocarpus erectus</i> L.	Buttonwood tree	nat	R
Commelinaceae	<i>Commelina diffusa</i> Burm.f.	Honohono	nat	U
Convolvulaceae	<i>Ipomoea obscura</i> (L.) Ker Gawl.	Obscure morning glory	nat	C
	<i>Ipomoea triloba</i> L.	Little bell	nat	C
	<i>Merremia tuberosa</i> (L.) Rendle	Woodrose	nat	C

Family	Scientific Name	Common name	Status <sup>1</sup>	Relative Abundance
Cucurbitaceae	<i>Coccinia grandis</i> (L.) Voigt	Ivy gourd	nat	U
	<i>Momordica charantia</i> L.	Bitter melon	nat	U
Euphorbiaceae	<i>Aleurites moluccana</i> (L.) Willd.	Kukui	pol	R
	<i>Euphorbia hirta</i> L.	Hairy spurge	nat	U
	<i>Macaranga mappa</i> (L.) Müll.Arg.	Bingabing	nat	U
	<i>Macaranga tanarius</i> (L.) Müll.Arg.	Parasol leaf tree	nat	C
	<i>Phyllanthus debilis</i> Klein ex Willd.	Niruri	nat	U
	<i>Ricinus communis</i> L.	Castor	nat	U
Fabaceae	<i>Acacia confusa</i> Merr.	Formosa koa	nat	R
	<i>Canavalia cathartica</i> Thouars	Maunaloa	nat	U
	<i>Cassia fistula</i> L.	Shower tree	cul	R
	<i>Chamaecrista nictitans</i> (L.) Moench ssp. <i>patellaria</i> (DC. ex Collad.) H.S.Irwin & Barneby var. <i>glabrata</i> (Vogel) H.S.Irwin & Barneby	Partridge pea	nat	U
	<i>Desmodium incanum</i> DC.	Spanish clover	nat	U
	<i>Falcataria moluccana</i> (Miq.) Barneby & J.W.Grimes	Albizia	nat	C
	<i>Indigofera suffruticosa</i> L.	Upright indigo	nat	U
	<i>Leucaena leucocephala</i> (Lam.) de Wit	Haole koa	nat	C
	<i>Mimosa pudica</i> L. var. <i>unijuga</i> (Duchass. & Walp.) Griseb.	Sensitive plant	nat	U
	<i>Cassia fistula</i> L.	Yellow tecoma	nat	R
	<i>Vigna speciosa</i> (Kunth) Verdc.	Wandering cow pea	nat	R
Lauraceae	<i>Cinnamomum burmanni</i> (Nees) Blume	Cinnamon	nat	A
	<i>Persea americana</i> Mill.	Avocado	nat	R
Malvaceae	<i>Hibiscus tiliaceus</i> L.	Hau	ind?	U
	<i>Sida rhombifolia</i> L.	Cuban jute	nat?	R
Melastomaceae	<i>Clidemia hirta</i> (L.) D.Don var. <i>hirta</i>	Clidemia	nat	U
Meliaceae	<i>Azadirachta indica</i> A.Juss.	Neem	nat	R
	<i>Toona ciliata</i> M.Roem.	Australian red cedar	nat	R
Moraceae	<i>Artocarpus altilis</i> (Parkinson ex Z) Fosberg	Breadfruit	pol	R
	<i>Ficus elastica</i> Roxb. ex Hornem.	Rubber tree	cul	R
	<i>Ficus microcarpa</i> L.f.	Chinese banyan	nat	C
Moringaceae	<i>Moringa oleifera</i> Lam.	Drumstick tree	cul	R
Myrtaceae	<i>Corymbia citriodora</i> (Hook.) K.D.Hill & L.A.S.Johnson	Lemon-scented gum	nat	C
	<i>Eucalyptus robusta</i> Sm.	Swamp mahogany	nat	C
	<i>Psidium cattleianum</i> Sabine	Strawberry guava	nat	A
	<i>Syzygium cumini</i> (L.) Skeels	Java plum	nat	U
Myrsinaceae	<i>Ardisia elliptica</i> Thunb.	Inkberry	nat	U
Oleaceae	<i>Fraxinus uhdei</i> (Wenz.) Lingelsh.	Tropical ash	nat	C
Oxalidaceae	<i>Averrhoa carambola</i> L.	Carambola	cul	R
	<i>Oxalis corniculata</i> L.	Yellow wood sorrel	pol?	U

Family	Scientific Name	Common name	Status <sup>1</sup>	Relative Abundance
Passifloraceae	<i>Passiflora suberosa</i> L.	Huehue haole	nat	U
Phytolacaceae	<i>Rivina humilis</i> L.	Coral berry	nat	U
Plantaginaceae	<i>Plantago lanceolata</i> L.	Narrow leaf plantain	nat	C
Polygalaceae	<i>Polygala paniculata</i> L.	Milkwort	nat	U
Proteaceae	<i>Grevillea robusta</i> A.Cunn. ex R.Br.	Silk oak	nat	U
Rutaceae	<i>Citrus maxima</i> (Burm. f.) Merr	Pomelo	cul	R
	<i>Citrus sinensis</i>	Orange	cul	R
	<i>Murraya paniculata</i> (L.) Jack	Mock orange	nat	R
Sapindaceae	<i>Filicium decipiens</i> (Wight & Arn.) Thwaites	Fern tree	nat	R
	<i>Solanum lycopersicum</i> L. var. <i>cerasiforme</i> (Dunal) D.M.Spooner, G.J.Anderson & R.K.Jansen	Tomato	nat	U
Solanaceae	<i>Solanum americanum</i> Mill.	Glossy nightshade	ind?	U
	<i>Solanum melongena</i> L.	Egg plant	nat	U
	<i>Waltheria indica</i> L.	Uhaloa	ind?	R
Sterculiaceae	<i>Pilea microphylla</i> (L.) Liebm.	Artillery plant	nat	U
Verbenaceae	<i>Citharexylum caudatum</i> L.	Juniper berry	nat	A
	<i>Stachytarpheta cayennensis</i> (Rich.) Vahl	Vervain	nat	U

<sup>1</sup> **Status Notes:** pol = Polynesian introduction. pol? = Questionably a Polynesian introduction. Species that may have been Polynesian introductions or that possibly were introduced in historical times (after 1778). nat = naturalized = introduced or alien (all those plants brought to the Hawaiian Islands by humans, intentionally or accidentally, after Western contact [i.e., Cook's arrival in the islands in 1778]). ind = indigenous = species that occur naturally in the archipelago but that also have a wider distribution outside of Hawai'i. ind? = questionably indigenous (species for which dates of introduction or other information do not make a clear argument for their dispersal here by natural or human-related mechanism but for which the weight of the evidence suggests that they are probably indigenous). end = endemic = species that occur naturally only in the Hawaiian Islands. cul = cultivated = species that are known to be cultivated but, not naturalized in the Hawaiian Islands.

**Qualitative Relative Abundance of Observed Species in Study Area:** A = abundant—forming a major part of the vegetation in the survey on the project site. C = common—widely scattered throughout the area or locally abundant in a portion of it. U = uncommon—scattered sparsely throughout the area or occurring in a few small patches. R = rare—only a few isolated individuals on the project site.

**Additional Notes:** This checklist is an inventory of all the plant species observed on February 25, 2020, in the Study Area of the Wahiawa Pedestrian Bridge Project. The plant names are arranged alphabetically by family, then by species, into each of three groups: ferns and fern allies, and monocots and dicots within the subdivision of angiosperm (flowering plants) and gymnosperm. The taxonomy and nomenclature of the flowering plants are in accordance with Wagner et al. (1999); recent name changes are those recorded in Wagner and Herbst (1999) and Wagner et al. (2012).

The vegetation types found in the Study Area can be characterized as mesic alien forest, riparian, grassland or scrub, agricultural farm, or manicured vegetation. Described below is the distribution and composition of these vegetation types along the Project's three proposed pedestrian bridge alignments, as well as in other parts of the Study Area.

All three alignments pass through a dense mesic alien forest in the upper and middle elevations of the steep southern bank, and a narrow corridor of riparian vegetation characterizes the lower segments of the alignments adjacent to the stream, where the bank is relatively flat. The plant community in the alien mesic forest was diverse wherein a mix of large nonnative trees such as Malaysian cinnamon (*Cinnamomum burmanni*), tropical ash (*Fraxinus uhdei*), lemon-scented gum (*Corymbia citriodora*), swamp mahogany (*Eucalyptus robusta*), Chinese banyan (*Ficus microcarpa*), silk oak (*Grevillea robusta*), and African tulip tree (*Spathodea campanulata*) formed a largely closed canopy forest. In many places, there was a distinct midstory of trees primarily consisting of parasol leaf tree (*Macaranga tanarius*), juniper berry (*Citbarexylum caudatum*), Christmas berry (*Schinus terebinthifolius*), and strawberry guava (*Psidium cattleianum*) (Figures 4 and 5). The diversity and relative cover of ground vegetation varied depending upon the openness of the canopy. Under the shade of a closed canopy the ground was largely covered with leaf litter and with little to no ground vegetation. Under a relatively open canopy, plants such as asparagus fern (*Asparagus plumosus*), Koster's curse (*Clidemia hirta*), invasive Guinea grass (*Urochloa maxima*), lauae haole (*Phlebodium aureum*), and vines such as little bell (*Ipomoea triloba*), woodrose (*Merremia tuberosa*), and obscure morning glory (*Ipomoea obscura*) were common in the understory. There were also a few areas along the southern border, behind the various industrial and residential properties, where the vegetation was more open with thickets of tall Guinea grass (*Urochloa maxima*) and haole koa (*Leucaena leucocephala*) shrubs mixed in with cultivated species such as bamboo (*Bambusa sp.*), avocado (*Persea americana*), and mango (*Mangifera indica*).

As mentioned in Section 2, the northern slopes of the stream bank could not be surveyed on foot. However, as viewed from the southern bank, the three proposed alignments for the pedestrian bridge on the northern bank also appeared to pass through a mesic alien forest. The distribution and composition of the trees (described above) along the northern bank appeared to be similar to that observed along the southern bank. Ironwood (*Casuarina equisetifolia*), Christmas berry, albizia (*Falcataria moluccana*), and Malaysian cinnamon trees were common along the northern bank (Figure 6).

Along the lower banks of the stream, between the mesic alien forest and the stream, the three alignments overlap with riparian vegetation (Figure 6). This riparian vegetation primarily was dense thickets of California grass (*Urochloa mutica*) closer to the water, with Guinea grass and wedelia (*Sphagneticola trilobata*) present upslope. The corridor of riparian vegetation appeared to stretch the length of both the north and south stream banks in the Study Area but varied in width from a few feet wide to over 50 feet wide. Because of access issues, an estimate of the extent of riparian habitat along the three alignments could not be obtained.

In the northern portion, the three alignments overlap along the western border of the Study Area. Most of the length (about 1,200 ft) of the overlapping alignments, starting at the northern end, is on relatively flat terrain and appears to follow a property fence line. Vegetation in this section of the alignment is characteristic of highly disturbed scrub vegetation and consists of weedy species such as Guinea grass, plantago (*Plantago lanceolata*), haole koa, partridge pea (*Chamaecrista nictitans*), and amaranthus (*Amaranthus sp.*). Cultivated species such as coconut (*Cocos nucifera*), papaya (*Carica papaya*), and chayote vine (*Sechium edule*) are also present (Figure 7). The southern portion of the overlapping alignments slopes southward and the vegetation transitions from scrub type to mesic alien forest (described above) along the upper slopes of the northern stream bank (Figure 3).

The grassland and scrub vegetation in the north abuts the top of the gulch with mesic alien forest and extends to the central and eastern portion of the Study Area, and also covers an area along Whitmore Avenue (Figure 3). This vegetation type mostly represents abandoned agricultural fields with scattered trees that are dominated by invasive grasses, herbaceous weedy plants, and low-growing shrubs (Figure 8). Common grasses and herbaceous weeds include Guinea grass, wide-leaved carpet grass (*Axonopus compressus*), swollen finger grass (*Chloris barbata*), sensitive plant (*Mimosa pudica*), little bell, and plantago. The shrub species include haole koa, juniper berry, and Christmas berry. Tree species present include Cook's pine (*Araucaria columnaris*), mango, albizia, African tulip tree, and silk oak. Vegetation around the cell phone tower and the abandoned sewage treatment plant that bordered the forested gulch habitat was mostly dominated by tall Guinea grass, large albizia trees, silk oak trees, and juniper berry (Figure 9).



**Figure 4. Mesic Alien Forest on the Southern Bank near the Palm Street Alignment**

Note: Tree Species include lemon-scented gum (*Corymbia citriodora*), Malaysian cinnamon (*Cinnamomum burmanni*), and a neem (*Azadirachta indica*) tree. Understory species include money plant (*Epipremnum pinnatum*), Swiss cheese plant (*Monstera deliciosa*), and Guinea grass (*Urochloa maxima*).



**Figure 5. Dense Mesic Alien Forest along the Southern Bank near the Koa Street Alignment**

Note: Dominated by Malaysian cinnamon (*Cinnamomum burmanni*) and strawberry guava (*Psidium cattleianum*).



**Figure 6. Mixed Alien Forest along North Bank**

Note: Dense thickets of California grass (*Urochloa mutica*) comprise the riparian vegetation along the lower banks.



**Figure 7. Scrub Vegetation along the Western Border in the North where the Three Alignments Overlap**



**Figure 8. Grassland and Scrub Vegetation Characteristic of Abandoned Agricultural Fields**

Note: Species include a combination of herbaceous weeds and grasses with cultivated species such as bananas (*Musa sp.*) and Cook's pine (*Araucaria columnaris*).



**Figure 9. Grassland and Scrub Vegetation around the Abandoned Sewage Treatment Plant**

Note: Species include Guinea grass (*Urochloa maxima*), juniper berry (*Citharexylum caudatum*) shrubs, and albizia (*Falcataria moluccana*) trees.

Areas mapped as agricultural farm in the Study Area occur next to the swath of scrub vegetation overlapping the proposed alignments (Figure 3). Agricultural farm is used to describe the area that was under cultivation—this included a taro (*Colocasia esculenta*) farm, plumeria (*Plumeria* sp.) farm, and a farm growing various ornamental palms (Figure 10). Manicured vegetation is used to describe the habitat around agribusiness-associated structures such as greenhouses, storage sheds, and workshops in the northwest and northeastern portions of the Study Area (Figure 3). This vegetation type included manicured lawns, low-growing weedy vegetation, and cultivated plants.



**Figure 10. Taro Farm, Representative of Agricultural Farm Vegetation in the Central Portion of the Study Area**

## 3.2 Fauna

Point count surveys in the Study Area identified 141 individual birds from 14 species. Thirteen of these species are nonnative, introduced species and the remaining species, the Pacific golden plover, is a migratory species that overwinters in Hawaii and is recognized as an indigenous species (Table 2). Red-vented bulbul was the most abundant species in the Study Area. Other common species were zebra dove (*Geopelia striata*), house sparrow (*Passer domesticus*), and warbling white eye (*Zosterops japonicus*). The dove and songbird species (all species in Table 2 except ducks, egret, dove, and plover), except the common waxbills (*Estrilda astrild*), were observed in mesic alien forest along the southern banks of Kii Stream. The common waxbills, cattle egret (*Bubulcus ibis*) and Pacific golden plover (*Pluvialis fulva*) were seen in the relatively flat and open grassland and scrub vegetation in the northern part of the Study Area. One Muscovy duck (*Cairina moschata*) was identified swimming in the stream. Four of the observed species are on the state list of injurious wildlife species (DLNR 2015) and are known to be harmful to agriculture, aquaculture, or indigenous wildlife or plants or to constitute a nuisance or health hazard: cattle egret (*Bubulcus ibis*), red-vented bulbul (*Pycnonotus cafer*), spotted dove (*Streptopelia chinensis*), and warbling white-eye.

**Table 2. Bird Species Observed in the Study Area**

Scientific Name	Common Name	Status	Number Observed on Point Count Stations (n=6)	Number of Stations Occupied (n = 6)	Qualitative Relative Abundance
<i>Acridotheres tristis</i>	Common myna	X	8	4	uncommon
<i>Bubulcus ibis</i>	Cattle egret	X, IW, M	2	1	rare
<i>Cairina moschata</i>	Muscovy duck	X	1	1	rare
<i>Carpodacus mexicanus</i>	House finch	X, M	8	5	uncommon
<i>Copsychus malabaricus</i>	White-rumped shama	X	4	2	uncommon
<i>Estrilda astrild</i>	Common waxbill	X	12	1	uncommon
<i>Gallus gallus</i>	Red jungle fowl	X	3	2	uncommon
<i>Geopelia striata</i>	Zebra dove	X	25	5	common
<i>Passer domesticus</i>	House sparrow	X	18	5	common
<i>Paroaria coronata</i>	Red-crested cardinal	X	7	5	uncommon
<i>Pluvialis fulva</i>	Kolea, Pacific golden plover	I, M	1	1	rare
<i>Pycnonotus cafer</i>	Red-vented bulbul	X, IW	36	5	abundant
<i>Streptopelia chinensis</i>	Spotted dove	X, IW	6	2	uncommon
<i>Zosterops japonicus</i>	Warbling white-eye	X, IW	12	5	common

Notes: Abundance based on the average number of individuals observed per count station, averaged across all point count stations, as follows:

Abundant – average  $\geq 5$  calls/minute or  $\geq 5$  individuals observed per station

Common – average 3–5 calls/minute or 3–5 individuals observed per station

Uncommon – average 1 - 3 calls/minute or 1 - 3 individuals observed per station

Rare – average  $< 1$  call/minute or  $< 1$  individual observed per station

ES = state or federally listed as endangered

I = indigenous (native to the Hawaiian Islands and elsewhere)

IW = State (HAR 12-124, Exhibit 5) or Federal (18 U.S.C. 42) injurious wildlife species

X = introduced or alien (non-native species)

M= Listed as a Migratory Bird Treaty Act Protected Species (10.13 List)

The mammal species observed during the survey were one domestic cat (*Felis catus*) and three mongoose (*Herpestes javanicus*). Cat scat was also seen occasionally and one domestic cat was seen near the residences along the southern border of the Study Area. All three mongoose were spotted along the roadways in the agricultural lands in the northern portion of the Study Area. Although rats (*Rattus* spp.) were not detected during the survey, they also are expected to be present in the Study Area because of the proximity to residential units.

## Section 4.0 Conclusions and Discussion

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### 4.1 Flora

It is unlikely that the proposed Project to build a pedestrian bridge in Wahiawa over the Kiikii Stream will result in a substantial adverse impact on any plant species that is state or federally listed as threatened or endangered, candidate species for listing as endangered, species of concern, or rare native Hawaiian plant species. The Study Area was highly disturbed, with primarily agricultural lands in the northern half and a forest dominated with alien species in the southern half. The study did not find any botanical concerns associated with either of the three proposed alignments. The plants observed are predominantly (95%) nonnative cultivated, Polynesian introduction, or naturalized species. The six indigenous plant species found in the Study Area commonly occur on Oahu and the other main Hawaiian Islands.

H. T. Harvey & Associates recommends that the Project design specifications for revegetation of areas disturbed during construction phase include the use of native plants to the extent feasible. Potential native plants that are ecologically suitable for revegetation in mesic habitat at the Project site include koa (*Acacia koa*), hala, aalii (*Dodonaea viscosa*), kului (*Nototrichum sandwicense*), and Oahu sedge (*Carex wahuensis*). If native plants do not meet landscaping objectives, plants with a low risk of becoming invasive may be substituted. Additional information on selecting appropriate plants for landscaping can be obtained from the Plant Pono website (<http://www.plantpono.org/>).

A potential impact of implementing the Project is likely the introduction and spread of invasive species during the construction phase. H. T. Harvey & Associates understands that this biological study is in support of the Project's planning and design phase. Nonetheless, we recommend that the Project plan and design incorporate specifications that will result in the adoption of best management practices to minimize the introduction and spread of invasive species at the Project site. These best management practices may include the following:

- All construction equipment and vehicles should arrive at the work site the first time clean and free of: any soil; plants or plant parts, including seeds; insects, including eggs; and reptiles and amphibians, including their eggs. Similarly, all construction equipment and vehicles should also be cleaned after use on the Project and before leaving to another site.
- All materials imported to the project site, including gravel, soil, rock, and sand, should be free of invasive plants. Invasive species found on the stockpile should be removed either chemically or mechanically.
- Only plants grown on Oahu should be used for landscaping purposes. If locally grown plants are unavailable, then imported plants may be used, but they should be thoroughly inspected or quarantined if necessary to ensure that they are free from invasive pests such as the coconut coqui

frogs (*Eleutherodactylus coqui*) and little fire ants (*Wasmannia auropunctata*), and invasive plant seeds and seedlings that could arrive inadvertently.

- Only weed-free seed mixtures should be used for hydroseeding and hydromulching on the project site. A qualified botanist should inspect the seeded areas a minimum of 60 days after the hydroseed/hydromulch is applied. Any species of plant other than those intended to be in the hydroseed/hydromulch should be removed. In particular, plant species that are not known to occur on Oahu and those that are actively being controlled on the island should be removed.

## 4.2 Fauna

No native wildlife species were observed in the Study Area. However, the open grasslands and agricultural farms in the northern part of the Study Area provide suitable habitat for the Hawaiian short-eared owl (or pueo) (*Asio flammeus sandwichensis*) that is state listed as endangered on Oahu (DLNR 2015). Although no pueo were observed in the Study Area, it has been sighted in the vicinity of Wahiawa (Price and Cotin 2017). If pueo are seen at the Project site, H. T. Harvey & Associates recommends that HDOT consult with the Hawaii Department of Land and Natural Resources (DLNR) to assess the potential impacts on pueo from Project implementation and incorporate measures to avoid and minimize impacts.

No native waterbirds were observed in the Study Area, but Kiiiki Stream and its associated Wahiawa Reservoir (Lake Wilson) backwaters, lower banks with riparian vegetation, and patches of mudflat provide suitable habitat for endangered Hawaiian waterbirds (USFWS 2011, DLNR 2015). Furthermore, the presence of Muscovy duck in the Study Area also suggests the possibility that this upper reservoir and stream habitat is used by native Hawaiian waterbirds. The main open water area of the Wahiawa Reservoir (Lake Wilson) is about 1.5 miles west and downstream of the project location and considered a relatively minor element of waterbird habitat (USFWS 2011). The endangered Hawaiian coot (*Fulica alai*) is known to occur less frequently in the interior reaches of the reservoirs (Lake Wilson), but the reservoir is not identified as core or supportive wetland for listed waterbirds (USFWS 2011). If native listed waterbirds are detected at the Project site, H. T. Harvey & Associates recommends that HDOT consult with U.S. Fish and Wildlife Service and DLNR to evaluate the potential impacts on listed waterbirds from Project implementation and develop measures to avoid or minimize impacts.

Surveys to detect Hawaiian hoary bats were not conducted in support of the planning and design phase of this Project. However, Hawaiian hoary bats are known to occur on Oahu (Tomich 1986, DLNR 2015) and their presence in the Study Area cannot be ruled out at the time of preparation of this report. If HDOT determines that it is necessary to remove large trees during Project implementation, H. T. Harvey & Associates recommends that HDOT follow the U.S. Fish and Wildlife guidelines, which recommend that no trees greater than 15 ft tall be trimmed or removed during the bat pupping season from June 1 to September 15 (USFWS 2020c).

## Section 5.0 References

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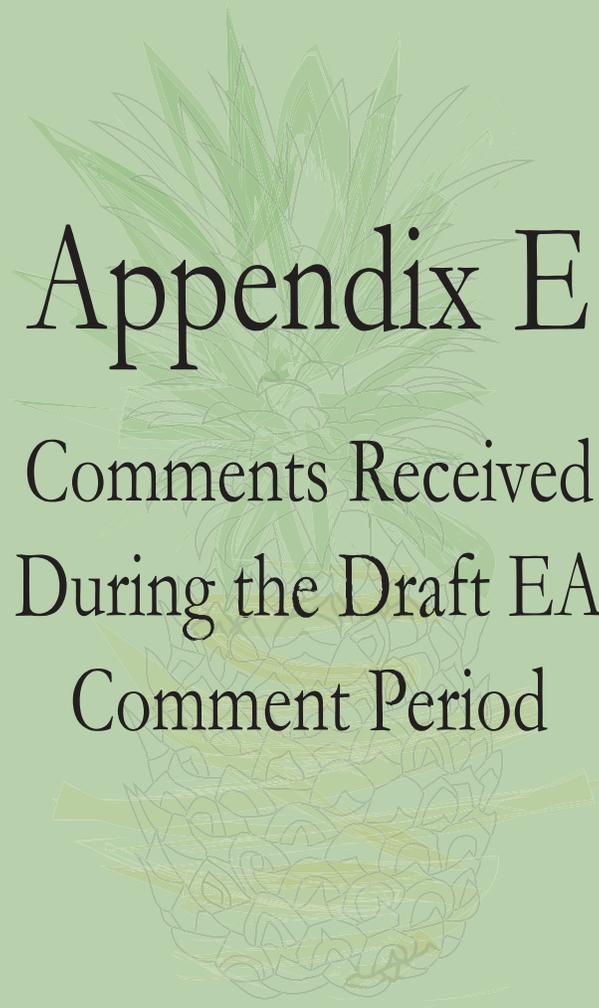
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A large, faint, light green illustration of a pineapple is centered in the background of the main text area. The pineapple is rendered in a line-art style, similar to the one in the border, with a yellow ribbon wrapped around its middle. The background of this section is a solid, medium-light green color.

# Appendix E

Comments Received  
During the Draft EA  
Comment Period



## APPENDIX E

### COMMENTS AND RESPONSES TO THE DRAFT ENVIRONMENTAL ASSESSMENT FOR THE WAHIAWA PEDESTRIAN BRIDGE PROJECT, WHITMORE VILLAGE TO WAHIAWA

This report summarizes and responds to public comments on the Draft Environmental Assessment (Draft EA) for the Wahiawa Pedestrian Bridge Project. The proposed project's Draft EA was announced in the May 23, 2020 edition of The Environmental Notice, initiating the 30-day public comment period that concluded on June 22, 2010.

One hundred seventy-nine stakeholders or agencies submitted written comments on the Draft EA via e-mail or letters during the 30-day comment period. Comments on the Draft EA that were not written or were submitted after June 22, 2020 were not considered as allowed by State regulations (HAR §11-200.1-20). In addition to the stakeholder or agency comment letters, HDOT received two petitions – one in favor and one in opposition of the proposed project. Copies of the petitions that were received are provided in an attachment to this Appendix.

The following agencies and stakeholders provided comment on the Draft EA within the comment period:

#### Federal Agencies

- Department of the Navy, Pacific Division, Naval Facilities Engineering Command, Captain
- Department of the Navy, Pacific Division, Naval Facilities Engineering Command, Commander

#### State of Hawaii Agencies or Institutions

- Department of Accounting and General Services
- Department of Business Economic Development and Tourism, Office of Planning
- Department of Education
- Leeward Community College

#### City and County of Honolulu Agencies

- Board of Water Supply
- Department of Transportation Services
- Honolulu Fire Department\*
- Honolulu Police Department

#### Neighborhood Boards, Elected Officials

- Ewa Neighborhood Board

- State House of Representatives, District 46, Amy Perruso
- Wahiawa Neighborhood Board

#### Businesses, Organizations and Community Groups

- Bello's Millwork Inc.
- Bikeshare Hawaii
- Healing Center\*
- Kalei Inn, Ph.D. and Associates
- League of American Bicyclists
- Leilehua Alumni and Community Association
- Leilehua Alumni and Community Association, President
- Luria Law Firm
- Sierra Club of Hawaii
- Soto Mission of Hawaii\*
- Wahiawa Community and Business Development Association, President
- Wahiawa Community and Business Development Association, (Petition providing reasons for project support)
- Wahiawa General Hospital
- Waii Farms

Individual Parties

- Aida Arik
- Alan Fong\*
- Alisa Au
- Allan Nagata
- Anita DiMauro\*
- Annette Kakazu
- Anthony Jacang
- Anthony Sedillo
- Anu Hittle
- Ariana Namakalohi
- Arlene and Eddie Ramos
- Arlene and Richard McCormack\*
- Banner Fanene\*
- Benjamin (Buddy) Bess
- Bernard Doria\*
- Bev Harbin
- Bill and Heidi Wise
- Bob Bengtson
- Brian Clarke\*
- Brian Moroiki
- Bridget Velasco
- Carole Komura
- Carl Takamura
- Catherine Lo
- Chad Taniguchi\*
- Charles Sexton\*
- Chelsea Stillman
- Cheryl Soon
- Chocobunnyears
- Chris Antonio
- Christine Watanabe
- Christopher Tipton
- Craig Thomas
- Cynthia Frazer
- Cynthia Shizuma
- Dabney Gough
- Dan Nakasone
- Dana Oxiles
- Daphne Manago
- Dave Hurley
- David Forman
- David Young
- Dean Masai
- Debbie Luning
- Devin Oishi
- Don Eovino
- Donna Hanson
- Dorothy Sunio
- Duncan Osorio
- Eric McCutcheon
- Everett Jellinek
- Frank Kimitch
- Frank Smith\*
- Gayle Hendrick
- Geraldine Aranaydo
- Grace Zheng
- Greg Young
- Gregory Gibbons
- Gretchen Savage
- Gwen Sinclair
- Hartson Doak\*
- Heidi
- Herbert Lau
- Howard Green
- Ian Colte
- Ira Fujisaki\*
- Jason DeMarco
- Jean MacMillan
- Jessica Gasiorek
- Jennifer Yamanuha
- Joe and Yong Nonies
- Jon Yap
- John Goody
- John Miller
- John Reppun
- Jonathan Osorio
- Jules Hummon
- Julie Wo
- June Sugakawa
- Juvielyn Figueroa\*
- Karen Helmeyer
- Kayla Pattle\*(via WBDA petition)
- Keikilani Marcos
- Kekailoa Perry
- Keoni Ahlo
- Kimberly Sanchez

- Kimberly Sanchez (Petition to Oppose Project)\*
- Lawrence Friedman\*
- Lil Bear 098
- Linda Chiu\*
- Lisa Tojo
- Lita Inouye
- Lori McCarney
- Lynn Murata
- Mahlon Moore
- Marcelle Arakaki
- Marcia Zina Manger and Dennis E Aurbrey
- Manifest Health
- Marry Anne Ware
- Mary Jane Bruening\*
- Masataka Hoshino\*
- Maureen Finnegan
- Mel Nakahata
- Melenmarl
- Melissa LosBanos
- Mike Manago
- Mike Packard
- Nahoku Ahlo
- Nancy M Billings
- Nicholas Manago
- Nicky Davidson
- Paige Ahlo
- Pat Suzuki
- Patricia Johnson\*
- Patricia Neils
- Paul Soriano
- Poni Askew
- Pricilla Rodriguez
- Ralph Nakama\*
- Ramona Kaiulani Kauahi
- Randy Ching
- Rick Davidson
- Rob Hauff
- Robert Moses
- Robert Wo\*
- Roger Au
- Roger Debreceny
- Ron Kodama
- Russell Ogawa
- Ryan Roth
- Sarah Miyataki
- Sarah Puhr
- Sharleen Andrade
- Sheila Gage
- Sonny Lapenia
- Stanton Lum
- Stephanie VanDuser
- Sterling Wong
- Susan Essoyan
- Suzanne Demars Canevari\*
- Suzukis 002
- Ted Adres
- Theresa Taylor
- Therese Argoud
- Thomas German\*
- Tiari Ventura
- Todd Taniguchi\*
- Tracey Scott
- Travis Schmidt\*
- Tray Spilker
- Trudy Horimoto
- Warren Hayama\*
- William Schwab\*
- Yun Yi

Copies of these correspondences are provided as an attachment to this Appendix.

### **Draft EA Comment Evaluation Process**

The Hawaii Administrative Rules governing public review and response requirements for draft environmental assessments require that proposing agencies respond to all substantive comments (HAR §11-200.1-20 (d) (1)) received. The determination on whether a comment is substantive is left to the proposing agency to consider the comment's "validity, significance, and relevance of the comment to the scope, analysis, or process of the EA, bearing in mind the purpose of this

chapter and chapter 343 HRS” (HAR §11-200.1-20 (d)). Essentially, substantive comments do one or more of the following:

- Provides insight or questions, with a reasonable basis, on the accuracy or adequacy of the information and/or the analysis within the Draft EA;
- Provides insight, questions, or presents reasonable alternatives other than those presented in the Draft EA that meet the purpose and need of the action and addresses important issues;
- Provides insight or questions, with a reasonable basis, the merits of an alternative or alternatives;
- Causes changes or revisions to the proposed action;
- Provides insight or questions, with a reasonable basis, the adequacy of the planning process itself.

Conversely, basic expressions of personal opinions or preferences that are not relevant to the adequacy or accuracy of the Draft EA (including petitions lacking substantive information) or represent commentary regarding agency resource management not relevant to the project are considered non-substantive.

A systematic process was undertaken to carefully review each comment to catalogue them by major topic. When non-substantive comments appeared next to substantive comments, for example - “I oppose this project. I am concerned that it will cause an increase in crime.” The non-substantive portion of the comment was simply treated as an expression, and categorized with the substantive portion of the comment as a whole, given the purpose and objective of the 343 statute. When appropriate, comments were categorized into more specific sub-topics. Emails, letters or petitions consisting of wholly non-substantive comments are marked with an asterisk in the list of commenters, and did not receive a response.

### **Format of Response to Comments**

As previously described, under each major topic or sub-topic there is a short statement summarizing the issue raised, a list of all commenters who raised the same or similar issue is then provided, which is followed by HDOT’s response.

### **Response to Comments**

#### **1. Public Resources**

##### **1.1. Safety for General Public**

1.1.1. COMMENT: Commenters were concerned about bridge safety due to crime, homelessness, drug use, trash, blight, as well as its potential to exacerbate these issues.

COMMENTERS: Maureen Finnegan; Howard Green; Annette Kakazu; Pat Suzuki; Kekailoa Perry; Carol Komura; Keikilani Marcos; Sarah Miyataki; Lita Inouye; Wahiawa Neighborhood Board; John Miller; Chelsea Stillman; Bello’s Millwork Inc.; Tiari Ventura; Sheila Gage; Kimberly Sanchez; Ramona Kaiulani Kauahi;

RESPONSE: Section 3.16 (Public Resources) of the Draft EA describes the need to coordinate police presence and to develop protocols for emergency response along the shared use path and bridge. HDOT wishes to acknowledge the seriousness of your

concern for safety due to homeless populations and drug traffic, and to provide additional information surrounding our decision-making for this project.

Relying on the definition of homelessness as - members of the population who sleep in shelters, transitional housing, and public spaces not meant for human habitation - the National Law Center on Homelessness & Poverty (NLCHP) identifies the top causes of homelessness among unaccompanied individuals (rather than families) as: (1) Lack of affordable housing; (2) Unemployment; (3) Poverty; (4) Mental illness and lack of needed services; and (5) Substance abuse and lack of needed services.<sup>1</sup> Construction of the bridge, in and of itself, would not cause homelessness or drug traffic.

On the contrary, planning theories and research published in the American Journal of Community Psychology indicate that when residents engage in positive street activity, it fosters community and social cohesion that can lead to community engagement, reinforcement of neighborhood social relationships, and can self-empower communities towards creating safer environments.<sup>2</sup> This "Busy Streets Theory" relies on a key component of observable busy street activities such as streets for walking and biking to signal an environment where residents demonstrate social control that leads to an upward spiral of positive physical and social neighborhood transformation.<sup>3</sup> The same research refers to this as crime prevention through environmental design. In and of itself, the bridge is just a bridge, but it has potential to create a space for community connections that can lead to a stronger and safer community that assists in reclaiming the serious issues of homelessness and drug traffic. Based on your concerns, HDOT has refined the proposed action to allow for a design that would land the bridge on the Wahiawa-end in a location that would maximize the bridge's visibility with surrounding land uses. Section 2.4 of the Final EA incorporates this changes for the proposed action.

- 1.1.2. **COMMENT:** Commenters concerned about bridge safety due to crime, homelessness and drug use. Bridge would be high, long, and dark. It would need fencing and lighting to restrict access to the stream banks, as well as other security measures to deter people from fishing or jumping off of it.

**COMMENTERS:** Howard Green; Wahiawa Neighborhood Board Chairwoman, John Miller;

**RESPONSE:** Section 2.4 of the EA identifies measures including fencing, lighting, and removable bollards to restrict access as needed.

- 1.1.3. **COMMENT:** Draft EA does not adequately address the health and safety concerns expressed by the community.

**COMMENTERS:** Kekailoa Perry

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<sup>1</sup> NLCHP, October 2018 "Homelessness in America: Overview of Data and Causes" ([https://nlchp.org/wp-content/uploads/2018/10/Homeless\\_Stats\\_Fact\\_Sheet.pdf](https://nlchp.org/wp-content/uploads/2018/10/Homeless_Stats_Fact_Sheet.pdf) , accessed July 6, 2020)

<sup>2</sup> Laney A. Rupp, Marc A. Zimmerman, Kathleen W. Sly, Thomas M. Reischl, Elyse J. Thulin, Thomas A. Wyatt, John (Jack) P. Stock, "Community-Engaged Neighborhood Revitalization and Empowerment: Busy Streets Theory in Action, American Journal of Community Psychology; July 16, 2019

<sup>3</sup> Ibid

RESPONSE: Please refer to the response to comment 1.1.1. Section 3.16 (Public Resources) of the Draft EA. This section describes the need to coordinate police presence and to develop protocols for emergency response along the shared use path and bridge.

- 1.1.4. COMMENT: Commenters recognize the concerns of community regarding crime, homelessness and drug use. Commenters feel that the benefits outweigh the risks. Some elaborate that these issues can be managed or overcome. Some commenters offer to work with other entities to address this issue and positively ensure success of the bridge.

COMMENTERS: WCBDA; Anthony Jacang; Paul Soriano; Ian Colte; Duncan Osorio

RESPONSE: HDOT looks forward to working with those that have offered to collaborate with other agencies in the design phase to optimize details that address this issue. Section 3.16 of the Final EA has been updated to incorporate this commitment.

- 1.1.5. COMMENT: Commenter feels the proposed project will create a positive and upward spiral because agencies and the community will focus on making Wahiawa a safer place.

COMMENTERS: Ariana

RESPONSE: Your comment on the project's potential to facilitate a safer Wahiawa is noted.

- 1.1.6. COMMENT: Commenter requests that they be consulted as the project nears its final design phase in order to assess its potential impacts to police services.

COMMENTERS: Honolulu Police Department

RESPONSE: HDOT thanks you for your comment and will consult with the Honolulu Police Department as requested.

## **1.2. COVID-19 Pandemic**

- 1.2.1. COMMENT: Commenters questioned how HDOT can continue with this project in the face of the COVID-19 pandemic.

COMMENTERS: Pat Suzuki; Representative Amy Perruso

RESPONSE: The pandemic has generally increased the need for pedestrian and bicycle facilities since sequestered families are seeking new ways to meet needs for physical exercise and maintain mental health while practicing social distancing. Furthermore, construction projects are ideal to aiding economic recovery because they infuse a labor-intensive workforce that in turn readily stimulates local businesses with purchase of materials, transportation, goods and services.

## **2. Process**

### **2.1. Solicitation of Input (Early Scoping; Public Meeting; Community Survey; Draft EA Notification)**

- 2.1.1. COMMENT: Commenter concerned that Sustainable Hawaii was not contacted or informed of process, neither was Dole which operates the Wahiawa Reservoir.

COMMENTERS: Howard Green

RESPONSE: Section 4.1 of the Draft EA lists Sustainable Hawaii under "Community and Other Organizations" to whom scoping letters were sent. This pre-assessment scoping letter, dated February 18, 2020, provided project information and project contacts as well as notice of the public informational meeting that was held on Wednesday, February 26, 2020 at Helemano Elementary School's cafeteria. The public informational meeting was also published in the Star Advertiser on Tuesday, February 18, 2020. Both the scoping letter and the meeting provided opportunities to provide feedback to the project team. A notice of availability of the Draft Environmental Assessment was also emailed to you at howardgreen927@yahoo.com. Although Dole was not listed as a stakeholder, the public notices in the Star Advertiser, The Environmental Notice, and neighborhood board meetings that were held are sufficient to provide stakeholders with project information to provide input. Should HDOT move forward with the project's design and construction, HDOT will coordinate with Dole on the details of the bridge design and Wahiawa Reservoir operations.

- 2.1.2. COMMENT: Commenters expressed concern that they were not included to participate in the community survey.

COMMENTERS: [suzukis002@hawaii.rr.com](mailto:suzukis002@hawaii.rr.com);

RESPONSE: Postcards inviting recipients to participate in the survey were mailed to 4,142 residences in the project area on March 6th. The online survey was live from March 6-20, 2020 and was accessible through two HDOT websites. Section 4.2.2 further explains the survey and postcard invitations.

- 2.1.3. COMMENT: Commenters expressed frustration that they were not notified of the release of the Draft EA, even though they had attended the public meeting.

COMMENTERS: Kekailoa Perry

RESPONSE: We apologize for the inadvertent omission. We referenced the sign-in sheets from the public informational meeting and were unable to find your name listed. Nonetheless, the transcript from the project's February 26, 2020 public informational meeting and your input from that meeting is reflected in the project's administrative record. Again, our sincerest apology for the error. A link to the Draft EA has been transmitted to you via email.

- 2.1.4. COMMENT: Commenter opines that HDOT failed to ensure meaningful participation by the Wahiawa-Whitmore community.

COMMENTERS: Kekailoa Perry;

RESPONSE: HDOT has exceeded the HRS 343 statute requirements to seek input from citizen groups or individuals that the proposing agency reasonably believes may be affected. When HDOT initiated the public involvement process, which began with agency and organization scoping letters, and was quickly followed with the first community meeting on February 26, 2020, we heard the overwhelming opposition.

The meeting was quickly followed by phone calls from individuals within the community who apologized for the community's behavior and indicated that they remained silent because of fear and intimidation. "Meaningful" consultation cannot occur in such an atmosphere. The community survey was intended to: 1) Validate the overwhelming opposition to the project, and 2) Gauge whether there are other perspectives and sentiments within the community. Although we could not follow-up these engagement tools with inperson conversations due to COVID-19, the written comments on the Draft EA provide that important mechanism for understanding the depth and breadth of environmental concerns associated with this project.

- 2.1.5. **COMMENT:** Commenter indicates that HDOT is weaponizing the COVID-19 pandemic by continuing to hold public engagement meetings for the project.

**COMMENTERS:** Kekailoa Perry; Wahiawa Neighborhood Board

**RESPONSE:** We apologize for any injury or hurt felt over this proposal. Out of respect for the the pandemic situation, HDOT has not held any public informational meetings. The June 15, 2020 meeting was a discussion at the invitation of the Wahiawa Neighborhood Board. All other project communications since the public informational meeting have been contactless and held online or through mail-outs via the U.S. Postal Service (Community Survey, notice and publication of the Draft EA).

- 2.1.6. **COMMENT:** Commenters question why HDOT continues to pursue the project despite large community opposition at the February 20, 2020 public meeting.

**COMMENTERS:** Kekailoa Perry; Wahiawa Neighborhood Board

**RESPONSE:** In addition to the feedback provided by the community survey, the project team has received numerous comments regarding the Draft EA. While there are those against building the project, there are those who support it and the connectivity it would provide to the Whitmore Village and Wahiawa communities. Your voice counts, but please also understand that there are numerous criteria and factors in addition to public sentiment that HDOT evaluates in its decisions.

- 2.1.7. **COMMENT:** Commenters referred to the appropriateness of the community survey that was undertaken from March 6-20 due to the following concerns:

1. The SDOT on-line survey results are flawed as there was no mechanism to prevent people from repeatedly responding to the survey;
2. A couple of people said they could not complete the survey as they did not see "support" or "oppose the project" as a selection. They asked me why wasn't these options available on the survey, and commented that "to respond "strongly against" is not the same as "no" or "opposed." Were the survey questions posed that way so that no "No" responses could be recorded? Were the questions adjusted due to these concerns?
3. The survey was distributed on a union's April 2, 2020 ebulletin newsletter, which included a section requesting members to "please take the time" to participate in the Wahiawa Pedestrian Bridge survey. The contact number listed is to a legislator's office.

COMMENTERS: Kekailoa Perry; Wahiawa Neighborhood Board; Representative Amy Perruso; Ramona Kaiulani Kauahi

RESPONSE: Section 4.2.2 of the Draft EA describes the survey, and its implementation. We have the following responses to the issues raised:

1. Controlling the number of responses is a concern. Numerous responses from the same individual on the same computer and other devices is possible, however, responses were reviewed to confirm unique IP addresses. Duplicate IP addresses were identified and removed from the survey results, but it does not control for those who may respond from separate devices. A footnote has been added to Section 4.2.2 of the Final EA to recognize this issue.
2. The survey questions were adjusted early in the process to clearly allow for "No" responses, and to not rely on the context of the preceding answers to inform or interpret the response.
3. HDOT and its consultant had no knowledge of the trade newsletter or the survey occurring in the newsletter on April 2, 2020. The survey had already closed on March 20.

Please know that the additional efforts to engage the public through public informational meetings, Neighborhood Board Meetings, and community surveys, are not requirements of the HRS 343 process. These are efforts by HDOT' to engage the community in gathering information that will create meaningful projects in individual communities. To intentionally skew or rig a survey undermines its purpose, especially when it is beyond what the regulations require. It would be counterintuitive and counterproductive to misinform a process that is not required to begin with. The HRS 343 process is not determined by a populous vote, it is a disclosure of information and analysis that the agency has undertaken in its decision-making. The survey is a very small piece of that information; a gauge of community perspectives. HDOT intends to continue to work with stakeholders as the project moves forward.

Lastly, HDOT has removed the discussion of the survey from its description of the purpose and need in Section 1.3 of the Final EA to reflect that the decision-making process is not based on the survey. Rather, the decision-making regarding the proposed project involves many more variables including costs, design feasibility, constructability, impacts to various types of resources, etc. With that being said, we stand behind it as a public engagement tool as it was used to allow for widespread public engagement (not limited by schedules, calendars, distance, etc.), and allowed for those that may be intimidated by public engagement to have a voice. Section 4.2.2 of the Draft EA describes the polling. We recognize that there are issues inherent in any public engagement method, but the use of multiple strategies allows HDOT to perform due diligence towards understanding the issues that communities face.

- 2.1.8. COMMENT: Commenters question that if the purpose of the bridge is to connect the two communities, only one public meeting was scheduled in one community. This raises a red flag.

COMMENTERS: Wahiawa Neighborhood Board

RESPONSE: We apologize for the oversight, it is unusual for HDOT to host multiple public informational meetings, unless there are extenuating circumstances such as a sense of under-representation. Helemano Elementary School was selected because of its availability and proximity to the proposed action. The large and varied representation of attendees from Wahiawa, and even Mililani, suggested that the location did not present a hinderance to attendance or engagement, which would've been "red flags". No feedback at the meeting suggested that there was an issue or need for an additional meeting to be held distinctly in Wahiawa.

- 2.1.9. COMMENT: Commenters indicate that the Whitmore presentation revealed a total of three (3) route options for the proposed bridge when previously there was only one option. Either of these two new options (Palm Street and Koa Street) will have a direct impact, either to a residential/housing area and several small businesses, or to one of the original long-standing residential neighborhoods of Wahiawa. The two new route options were not discussed with the residents or business owners of these areas; they were unaware. The impact from either of these options to these neighborhoods would be significant, and the people needed to know. This raised another red flag.

COMMENTERS: Wahiawa Neighborhood Board

RESPONSE: We apologize for any confusion, but from the start of public engagement for the project, there were always three options, as noted in the Pre-Assessment Scoping Letters, dated February 18, 2020. Adjacent landowners were sent these letters. HDOT has evaluated the input received and eliminated the Palm Street and Koa Street connections. The revised description of the proposed action in the Final EA has been updated accordingly.

- 2.1.10. COMMENT: Commenter attended the Wahiawa Neighborhood Board Meeting on June 15, 2020, and noted that individuals were intimidated and fearful of the vocal opposition. A petition was started to allow individuals an opportunity to share their thoughts on the project.

COMMENTERS: WCBDA

RESPONSE: Your petition has been received, and will be evaluated for its input.

## **2.2. Project Handout for June 15, 2020 Neighborhood Board Meeting**

- 2.2.1. COMMENT: Commenters note that HDOT's website provides a handout with hyperlinks that do not work.

COMMENTERS: Kekailoa Perry

RESPONSE: The hyperlinks within the handout were verified several times and are correct. Please be patient with the link, since it is the Office of Environmental Quality Control's website, which can take time to pull the document from the server.

- 2.2.2. COMMENT: Commenters note that the survey information provided in a project handout is flawed because it does not have a date; it is unclear how the survey was tabulated and by whom; and it appears that the data is not statistically significant based on the number of respondents. Therefore, the data does not represent the actual views and opinions of our community.

COMMENTERS: Kekailoa Perry

RESPONSE: We believe the handout that you are referring to was placed on the website, below the reference "New- June 15, 2020". We apologize that the timeline of the survey that was presented in the handout was not clear, it was provided in a separate illustration on the handout. The handout is limited in space, and we were attempting to provide the salient pieces of information, and sometimes that process can obscure details. The survey information and results are included in Appendix A-3 of the Draft Environmental Assessment. Postcards inviting recipients to participate in the survey were mailed to 4,142 residences in the project area on March 6th. The online survey was live from March 6-20 and was accessible through two HDOT websites.

- 2.2.3. COMMENT: Commenters indicate that the handout provides survey information/questions that are contextually inconsistent. One question is reported to ask "if they would personally use the bridge?" for which 53% are reported as saying "no", and 36% are reported as saying "yes". The second question is reported to ask "if they knew someone who may use the bridge?" for which 46% said "no" and 43% said "yes".

COMMENTERS: Kekailoa Perry; Ramona Kaiulani Kauahi

RESPONSE: The survey was designed to include questions that would identify the potential for use of the proposed pedestrian/bicycle bridge. If someone might not personally use it, they may still know of someone that would and we wanted to be able to understand that. Lack of space on the handout may have limited the ability to convey the broader context of those two questions. HDOT and the preparers of the handout felt that the survey is less important than acknowledging and identifying community concerns that have been raised, as well as asking people to review the Draft EA. The remaining portions of the handout are dedicated to those priority issues.

- 2.2.4. COMMENT: Commenters indicate that the handout also provides a pie chart entitled "Support for the Project". In that pie chart there are two misleading pie segments. Strongly support shows 39%. Strongly opposed shows 29%. Refused is at 12%. The numbers in the pie chart do not match the numbers from your survey and therefore appear to not be based on the same data [in the handout]. A simple eye test shows that the results of the survey questions listed do not support the pie chart conclusions. The flaws in your handout and data suggests several things: (1) a poorly developed survey, (2) a miscalculation of data tabulation, (3) a non-transparent information process or worse, (4) a purposeful manipulation of the statistics in support of a project that nobody in Wahiawa or Whitmore wants. The Draft EA relies on information as presented in the handout that was questioned at the June 15,2020 Wahiawa Neighborhood Board Meeting, and thus is wrought with procedural concerns.

COMMENTERS: Kekailoa Perry; Ramona Kaiulani Kauahi

RESPONSE: The pie chart is not based on the same data provided within the narrative portions of the handout because they were referring to three separate questions in the survey. In an effort to be as transparent as possible, the three individual survey

questions or measures were provided to reflect back to the public on the breadth and depth of community perspectives and attitudes toward the project that HDOT receives. HDOT decisions are based on numerous criteria and a variety of factors, of which public sentiment is a consideration, but there are many others that HDOT takes into account. This is just one tool with various questions to measure overall perspective. As for the procedural concerns, the Draft EA was published and released on May 23, 2020 before issues were raised at the June 15, 2020 Wahiawa Neighborhood Board Meeting. In response to this comment, a footnote has been added to Section 4.2.2 of the Final EA, noting the limitations and survey glitches in which owners of multiple devices would not have been detected. Surveys from the same device, however, would have registered the same IP address and been detected. Such surveys were considered duplicate surveys and were removed from consideration.

### **3. Natural Hazards**

#### **3.1. Flood Risks**

3.1.1. **COMMENT:** Commenter identified concern for flooding due to debris catching on the structural portions of the bridge creating flood conditions, and later impacts to the integrity of Wahiawa Dam Reservoir from sudden rushes of water when debris is cleared.

**COMMENTERS:** Howard Green

**RESPONSE:** The Department of Land and Natural Resources' (DLNR's) Stream Inventory refers to the entire stream network as Kiiiki Stream, in which North Kaukonahua Stream and Wahiawa Reservoir are tributaries. We appreciate the concerns that you have raised regarding the potential of storm debris blockage and flood surges observed at this location. Due to the design build process, the locations of where the bridge piers would be placed, as well as the other design elements, will be determined in the next phase. As part of the typical project development process for bridges, designers will coordinate with DLNR in developing hydraulic studies, including the HEC-RAS models, to support pier placement and avoid or mitigate backwater effects. Routine maintenance will prevent build-up of debris and conditions described.

3.1.2. **COMMENT:** Commenter identified concern for resulting impacts of flooding on homeless populations.

**COMMENTERS:** Howard Green

**RESPONSE:** See Response to Comment 3.1.1. As noted in the response, HEC-RAS models and hydraulic studies will be coordinated with DLNR and the Army Corps of Engineers to inform pier placement that avoids and/or mitigates the flood scenario. HDOT is held to a stringent standard of "no rise" in base flood elevations. In other words, placement of any structures in Kiiiki Stream would be done in such a way that no changes would occur to the stream's floodway.

### **4. Land Use**

#### **4.1. Enhanced Connectivity**

- 4.1.1. **COMMENT:** Commenters note the benefit and importance of enhancing connectivity or access in the community.

**COMMENTERS:** Aida Arik; Sharleen Andrade; Nicky Davison; Wahiawa General Hospital; WCBDA; Chris Antonio; Gregory Gibbons; John Goody; Roger Au; Nanci Billings; Dave Hurley; Remy Luria; Kalei Inn; John Rogers; Debbie Luning; Ariana; Mel Nakahata; Cynthia Shizuma; Frank Kimitch; Geri Aranayado; Lori McCarney; Mary Ann Ware; Michael Packard; Waihii Farms

**RESPONSE:** The project benefit and importance of enhancing connectivity between Wahiawa and Whitmore Village is duly noted.

- 4.1.2. **COMMENT:** Commenters are planning new facilities or to redevelop in which the bridge would provide opportunities for enhanced connectivity to these future land uses.

**COMMENTERS:** State of Hawaii Department of Accounting and General Services; Leeward Community College

**RESPONSE:** It is HDOT's understanding that the proposed action may enhance non-motorized connectivity to your future planned developments. HDOT will continue to coordinate as we move forward in the project's design.

- 4.1.3. **COMMENT:** Commenter notes that enhancing connectivity between residential areas and retail spaces has the over-all benefit of minimizing urbanization or development.

**COMMENTERS:** BikeShare Hawaii

**RESPONSE:** The project benefit of helping Whitmore Village and Wahiawa to retain their rural community character is duly noted.

## **4.2. Private Property Displacements**

- 4.2.1. **COMMENT:** Commenters question why HDOT is “taking” part of Alii Turf’s land for the Pedestrian Bridge project. Many residents (and visitors) support his fishing program and are concerned about the negative impact to a good business and neighbor;

**COMMENTERS:** Wahiawa Neighborhood Board

**RESPONSE:** Chapter 2 of the Draft EA and Final EA identify parcels that would undergo “takings” or would be displaced by the proposed project. Property from the Alii Turf property is not included as part of the currently proposed action described in Chapter 2 of the Final EA.

## **5. Transportation and Pedestrian Safety**

### **5.1. Health and Pedestrian Safety**

- 5.1.1. **COMMENT:** Commenters indicate the benefits of public and individual health, as well as the important safety aspects afforded by the proposed action.

**COMMENTERS:** Grace Zheng, Dabney Gogh; Yun Yi; Tray Spilker; Craig Thomas; Mr. and Mrs. Robert Moses; Don Eovino; Christopher Tipton; Dana Oxiles; Anthony Sedillo; Lisa Tojo; Eric McCutcheon; Bridget Velasco; Patricia Neils; Cheryl Soon;

Trudy Horimoto; Susan Essoyan; Bev Harbin; Therese Argoud; Julie Wo; Sierra Club; Lilette Yamamoto Subedi

RESPONSE: The project benefits of promoting public and individual health and safety is duly noted.

- 5.1.2. COMMENT: Commenters indicate the important safety aspects afforded by the proposed action.

COMMENTERS: Mahlon Moore; Aida Arik; Jean MacMillan; Jules Hummon, Ron Kodama, Everett Jellinek; Sharleen Andrade; Greg Young; State of Hawaii Department of Education; Tracey Scott; Dorothy Sunio; Sonny Lapenia; Roger Debreceny; Rick Davidson; Cynthia Frazer; Herbert Lau; Nicky Davison; Chris Antonio; David Young; Anthony Jacang; Roger Au; Joe Nonies, Yong Nonies; Ted Adres; Nanci Billings; Dave Hurley; Theresa Taylor; Gwen Sinclair; Kalei Inn; Gayle Hendrick-Messner; Nahoku Ahlo; Debbie Luning; Catharine Lo; Jessica Gasiorek; Carl Takamura; Poni Askew; Mike Richardson; Michael Manago; Daphne Manago; Nicholas Manago; Stephanie Van Duser; Mel Nakahata; Anu Hittle; Paul Soriano; Cynthia Shizuma; Duncan Osorio; Frank Kimitch; Stanton Lum; Bob Bengston; Devin Oishi; Heidi; lilbear 099; League of American Bicyclists; Leilehua Community Association; Paige Ahlo; Marcelle Arakaki; Sierra Club; WCBDA; Dean Masai; Paul Klink; Gwyn Kesler

RESPONSE: The important contributions that the project makes towards safety is duly noted.

- 5.1.3. COMMENT: Commenters indicate that the proposed action reinforces the “Safe Routes to School” objectives.

COMMENTERS: BikeShare Hawaii; WCBDA; Ian Colte; Paul Soriano; Sierra Club

RESPONSE: The important contributions that the project makes towards this important safety program is duly noted.

- 5.1.4. COMMENT: Commenters indicate that the proposed offers more transportation choices in a time when people are afraid to take The Bus due to the COVID-19 pandemic.

COMMENTERS: Nicky Davison

RESPONSE: The value of alternative choices that this project would contribute to is duly noted.

- 5.1.5. COMMENT: Commenter indicates safety concerns for pedestrians associated with the proposed North Cane Street route due to the high level of vehicle traffic in the area. During construction, the HPD would like to recommend that all necessary signs, lights, barricades, and other safety equipment be installed and maintained by the contractor throughout the duration of construction.

COMMENTERS: Honolulu Police Department

RESPONSE: HDOT will coordinate with your agency as the design progresses to determine the precise alignment that minimizes this potential conflict. HDOT will require the contractor to maintain the traffic flow and circulation throughout construction to ensure safety as requested.

## **5.2. Islandwide Bicycle and Pedestrian Network**

5.2.1. COMMENT: Commenters indicated the importance of the proposed action in creating an island-wide network of safe pedestrian and bicycle facilities.

COMMENTERS: Don Eovino; Priscilla Rodriguez; Sarah Puhr; Dana Oxiles; Rob Hauff; Jason DeMarco; Anthony Sedillo; Jon Yap; Russell Ogawa; Lynn Murata; Randy Ching; Benjamin Bess; June Miyako; David Forman

RESPONSE: The project's contribution towards an island-wide facility to support pedestrian and bicycle modes of transportation is duly noted.

## **5.3. Environmentally Friendly Transportation Alternative**

5.3.1. COMMENT: Commenters indicate the benefit of environmentally-friendly and sustainable transportation options afforded by the proposed action, including greenhouse gas reduction and reaching climate change goals.

COMMENTERS: Tray Spilker; Sharlene Andrade; Brian Moriki; Rob Hauff; Lisa Tojo; Roger Au; Benjamin Bess; Patricia Neils; Anu Hittle; Susan Essoyan; Devin Oishi; Sierra Club

RESPONSE: The project benefits of being environmentally-friendly and promoting environmentally sustainable transportation options is duly noted

5.3.2. COMMENT: Commenters indicate the benefit of a cleaner Hawaii afforded by the proposed action.

COMMENTERS: Dorian Cuccia

RESPONSE: The project benefit of a cleaner Hawaii is duly noted.

## **5.4. Roadway Operations**

5.4.1. COMMENT: Commenters referenced the U.S. Navy's letter dated March 25, 2020, noting that the U.S. Navy and Joint Base Pearl Harbor expressed concern for potential increased pedestrian/motor/bicycle traffic along Whitmore Avenue, as well as public safety concerns of the proposed pedestrian bridge.

COMMENTERS: Wahiawa Neighborhood Board; John Miller

RESPONSE: In response to HDOT's request for comments on the project, the U.S. Navy provided the following statement in its March 25, 2020 letter: " Construction of the pedestrian bridge and future project development in the area will generate an increase in vehicular and pedestrian traffic along Whitmore Avenue."

This comment from the U.S. Navy is in reference to future plans for project development at the Wahiawa Annex, and the State's planned development in the area. As these development plans are identified and come to fruition, HDOT agrees that there will need to be coordination between the State and federal entities to ensure that

traffic controls and safety measures are in place as growth and development occurs. Such growth re-emphasizes the benefit of providing transportation options. HDOT recognizes the critical importance of this coordination and is committed to maintaining the safety of its facilities.

- 5.4.2. **COMMENT:** Commenters indicate the benefit of reducing or improving traffic on existing roadways by enticing commuters to walk or bicycle.

**COMMENTERS:** Jules Hummon; Tracey Scott; Herbert Lau; BikeShare Hawaii; David Young

**RESPONSE:** The project benefits of potentially reducing the vehicle demand on existing roadways is duly noted.

## 6. Social and Economic

### 6.1. Transportation Equity

- 6.1.1. **COMMENT:** Commenters indicate the benefit of project in providing equitable transportation options for people that don't own vehicles or can't afford them.

**COMMENTERS:** Grace Zheng; Jennifer Yamanuha; Sharlene Andrade; Karen Helmeyer; Anu Hittle; Michael Packard

**RESPONSE:** The project benefits of promoting and facilitating equitable transportation options as a practical alternative is duly noted.

### 6.2. Quality of Life

- 6.2.1. **COMMENT:** Commenters indicate the benefit of the project in promoting good health and well-being, including coping with COVID-19 pandemic<sup>4</sup>.

**COMMENTERS:** Chocobunny Ears; Ron Kodama; Dana Oxiles; Marcia Zina Mager; Dennis Aubrey; Brian Moriki; Dorian Cuccia; Rob Hauff; Dr. Ryan Roth; BikeShare Hawaii; Wahiawa General Hospital; WCBDA; Jai Fetcher; David Young; Lisa Tojo; Benjamin Bess; Debbie Luning; Jessica Gasiorek; Dr. Jonathan Osorio; Paul Soriano; Bev Harbin; Therese Argoud; Lilette Yamamoto Subedi; Tanya Ahina

**RESPONSE:** The project benefits of promoting good health and well-being is duly noted.

- 6.2.2. **COMMENT:** Commenters question that with all the data included in the Draft EA, there were no socio-economic studies or surveys performed to determine the potential social impact to the neighborhoods and to residents and businesses located within the three route options. This information is important to analyze on how this project will affect the residents' quality of life, life expectancy, etc.

**COMMENTERS:** Wahiawa Neighborhood Board

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<sup>4</sup> Note that this comment is similar to the comments regarding health and safety in Section 5.1. The distinction is that commenters in this topic alluded more toward over-all wellbeing rather than focusing on physical safety and health benefits.

RESPONSE: It is unclear what type of socio-economic study is being referred to, but we presume you are referring to the issues of health, well-being, and crime. Quality of life and life expectancy are qualitative issues that do not require in-depth data or analysis. HDOT has received an incredible response from the community describing the benefits of active transportation (walking and bicycling) and its contributions to good individual health and well-being, building stronger communities, creating neighborly connections that lead to reduced crime, and improved quality of life. Research published in the American Journal of Community Psychology reinforces this notion that when residents engage in positive street activity, it fosters community and social cohesion that can lead to community engagement, reinforcement of neighborhood social relationships, and can self-empower communities towards creating safer environments (Laney A. Rupp, Marc A. Zimmerman, Kathleen W. Sly, Thomas M. Reischl, Elyse J. Thulin, Thomas A. Wyatt, John (Jack) P. Stock, "Community-Engaged Neighborhood Revitalization and Empowerment: Busy Streets Theory in Action, American Journal of Community Psychology; July 16, 2019).

### **6.3. Economic**

6.3.1. COMMENT: Commenters indicate the significant economic benefits, specifically economic sustainability, that comes from providing alternative transportation means, and flexibility of transportation options.

COMMENTERS: Melissa Los Banos; WCBDA; Ariana

RESPONSE: The potential project benefit of economic sustainability is duly noted.

6.3.2. COMMENT: Commenters indicate the economic and social benefits that may arise from enhanced connectivity, including support for local farms.

COMMENTERS: Sterling Wong, WCBDA; Keoni Ahlo; John Goody; John Rogers; Ariana; Paul Soriano; Frank Kimitch; Paige Ahlo; Waihii Farms; Dean Masai

RESPONSE: The economic and social benefits of the proposed project is duly noted.

6.3.3. COMMENT: Commenters express concern that outside interests and businesses do not represent community needs. Economic benefits should not be argued to justify the bridge, and the Draft EA does not properly address this bias of economic benefits for non-residents at the cost of exacerbating social conditions that affect the Wahiawa and Whitmore Village communities.

COMMENTERS: Kekailoa Perry

RESPONSE: HDOT understands this issue well and empathizes with your concern. The Draft EA does not contain an economic cost benefit analysis because the purpose for the path is access, intending to connect residential land uses to places of employment and education, as noted in Section 1.3 of the Draft EA. While small businesses may be strengthened by the added mobility, these are ancillary benefits that do not drive the need for the project. Section 3.15 of the Draft EA analyzes whether any disproportionately high or adverse effects on the health or environment of disadvantaged groups would occur as a result of the proposed action.

6.3.4. **COMMENT:** Commenters note the proposed action as an attraction that brings limited visitors to learn about the community’s rich history and beautiful surroundings.

**COMMENTERS:** WCBDA

**RESPONSE:** The economic benefit of attracting visitors to the community is duly noted

## 7. Recreation

### 7.1. Added Source of Recreation

7.1.1. **COMMENT:** Commenters indicate that the benefit of the shared use path as an added source of recreation.

**COMMENTERS:** Dana Oxiles; Marcia Zina Mager; Dennis Aubrey; WCBDA; Jai Fetcher; Remy Luria; Patricia Neils; Cheryl Soon; Alisa Au; Trudy Horimoto; Mike Richardson; Paul Soriano; Julie Wo; John Reppun

**RESPONSE:** The project benefits of pedestrian/bicycle recreation is duly noted.

### 7.2. Impacts to Boating

7.2.1. **COMMENT:** Commenter indicates the concern for restricting in-water sports due to bridge supports in or near the water.

**COMMENTERS:** John Miller

**RESPONSE:** HDOT appreciates the information. The designer will coordinate with the U.S. Coast Guard and DLNR’s Division of Aquatic Resources to ensure that their concerns are adequately addressed.

## 8. Visual or Scenic Resources

### 8.1. Viewsheds

8.1.1. **COMMENT:** Commenters indicate that the benefit of the shared use path will showcase the beauty and rural nature of Wahiawa.

**COMMENTERS:** WCBDA; John Rogers; Bev Harbin; Heidi

**RESPONSE:** The project benefits of adding a new vantage point to appreciate Wahiawa’s scenic resources is duly noted.

## 9. Cultural Resources

### 9.1. Cultural Impact Assessment

9.1.1. **COMMENT:** Commenter notes that the Cultural Impact Assessment is flawed. It reflects a western cultural bias as it refers to the western notions of migration as the point of origin while not presenting the Kumulipo.

**COMMENTERS:** Kekailoa Perry

**RESPONSE:** The Cultural Impact Assessment presented in Appendix C of the Draft EA was prepared in accordance with the Office of Environmental Quality Control's 1997 Guidelines for Assessing Cultural Impacts, which is the accepted industry standard. It is not intended to silence any voices. Individuals with specific knowledge

of traditional places and practices within the limited study area are kindly asked to contact us, and work with us to let us know where such resources exist and take place.

- 9.1.2. COMMENT: Commenter notes that HDOT has not performed its duty to preserve and protect the traditional and customary rights of Hawaiians including the care of lands associated with those practices relating to the proposed bridge project.

COMMENTERS: Kekailoa Perry

RESPONSE: The Cultural Impact Assessment presented in Appendix C of the Draft EA was prepared in accordance with the Office of Environmental Quality Control's 1997 Guidelines for Assessing Cultural Impacts, which is the accepted industry standard. Individuals with specific knowledge of traditional places and practices within the limited study area are kindly asked to contact us, and work with us to let us know where such resources exist and take place.COMMENT: Commenter notes that the Cultural Impact Assessment demonstrates a serious cultural bias by associating the warrior history of the Leilehua plain with that of the present-day U.S. military occupation of Schofield Military Reservation. Culturally and historically, the U.S. military represents a violent part of Hawai'i as their participation in the occupation of the Kingdom of Hawai'i enabled the illegal overthrow in 1893. The militarization of Hawai'i has a very painful and agonizing history that saw the bombing of Kaho'olawe and other islands and the racially motivated Massey killing. Dr. Kyle Kajihiro's recent Ph.D. dissertation outlines clear evidence of the terror and damage the U.S. military occupation has on Hawaii's people, native Hawaiians and the land. To suggest that the U.S. military occupation, abuse of the land and negative impact on our communities is equivalent to the traditional and cultural practices of native Hawaiian lua experts is vile and despicable. Moreover, the bias show through this false equivalency severely undermines the purpose of the cultural assessment.

COMMENTERS: Kekailoa Perry

RESPONSE: We apologize that offense was taken to the study, but it is unclear where the study suggested or equates "U.S. military occupation, abuse of the land and negative impact on our communities" to "the traditional and cultural practices of native Hawaiian lua experts." We are unable to find that equation or reference in the document. The Cultural Impact Assessment presented in Appendix C of the Draft EA was prepared in accordance with the Office of Environmental Quality Control's 1997 Guidelines for Assessing Cultural Impacts, which is the accepted industry standard.

9.1.3. COMMENT: Commenter notes that the Cultural Impact Assessment addressing specific Hawaiian traditional and customary concerns by restating the flawed legal arguments expressed by the highly criticized "degradation principle." Under the degradation principle, an act of past destruction to a sacred or cultural site can be wrongly used to negate present cultural value. The report mistakenly claims that prior abuse to the land by the military, the plantations, and the homeless invalidates any cultural value of the proposed bridge area. That conclusion is based on a racialized imperialistic concept of "significant" and "sacred" and ignores legitimate cultural concerns raised by cultural practitioners today.

COMMENTERS: Kekailoa Perry

RESPONSE: The Cultural Impact Assessment presented in Appendix C of the Draft EA was prepared in accordance with the Office of Environmental Quality Control's 1997 Guidelines for Assessing Cultural Impacts, which is the accepted industry standard. Individuals with specific knowledge of traditional places and practices within the limited study area are kindly asked to contact us, and work with us to let us know where such resources exist and take place.

9.1.4. COMMENT: Commenter notes that the Cultural Impact Assessment skips through periods of time from the "wa ma mua" to the present. Instead, the report reaches for fragments of history as told by Western anthropologists whose work does not always reference primary Hawaiian language sources. The stories that were chosen seem to reinforce Western myths of the savage or romantic native but provides little context for understanding the roles the stories play in the larger Hawaiian cultural experience. For example, the report relies heavily on Sahlins and Westervelt. Sahlins' work has been part of a larger critique by modern Hawaiian scholars and leaves out important points based on Hawaiian language references. Westervelt's work is clearly biased due to his need to reconcile Hawaiian mo'olelo with Western frames of thinking. Moreover, primary sources like Moses Manu should have been used before referencing Westervelt.

COMMENTERS: Kekailoa Perry

RESPONSE: The Cultural Impact Assessment presented in Appendix C of the Draft EA was prepared in accordance with the Office of Environmental Quality Control's 1997 Guidelines for Assessing Cultural Impacts, which is the accepted industry standard. If you have specific knowledge of traditional places and practices within the limited study area, we kindly ask that you let us know where they are.

9.1.5. COMMENT: Commenter notes that the Cultural Impact Assessment is built upon a cut and paste of older studies and resources that date back over 20 years. More recent scholarship for the island of Oahu, including more complex analyses of the traditional land divisions are readily available but were not used here demonstrating glaring flaws in the report's analysis.

COMMENTERS: Kekailoa Perry

RESPONSE: The Cultural Impact Assessment presented in Appendix C of the Draft EA was prepared in accordance with the Office of Environmental Quality Control's 1997 Guidelines for Assessing Cultural Impacts, which is the accepted industry standard. If you have specific knowledge of traditional places and practices within the limited study area, we kindly ask that you let us know where they are.

- 9.1.6. COMMENT: Commenter acknowledges that the Cultural Impact Assessment cites clear statements by historians like Kamakau, Malo, Poepoe and Fornander as well as modern references by Kahu Tom Lenchanko about the significance of the Kukaniloko complex and the breadth of its cultural land space that includes the area of the proposed bridge project. However, the report denies the valued information when concluding that there are not impacts. The statements and claims in the report are misleading and contradictory.

COMMENTERS: Kekailoa Perry

RESPONSE: We respectfully disagree that the report fails to acknowledge the recognition of Kukaniloko as a broader cultural landscape. Page 81 of the study acknowledges that while the study views the limits of the cultural resource as the 5,000-acre property, there are others that consider the greater boundary of 36,000 acres. This recognition was the premise of the recommendation that HDOT collaborate with local community members, such as the members of the Hawaiian Civic Club of Wahiawa, the Friends of Kukaniloko, and cultural practitioners to determine the best approach to creating a culturally sensitive representation of the significance of the area that will honor the beliefs and traditional customs of the native Hawaiian community of Wahiawa.

- 9.1.7. COMMENT: Commenter notes that the 19th century accounts in the report suggest that the plantation economies damaged or negatively impacted the area were inconsequential.

COMMENTERS: Kekailoa Perry

RESPONSE: The Cultural Impact Assessment presented in Appendix C of the Draft EA was prepared in accordance with the Office of Environmental Quality Control's 1997 Guidelines for Assessing Cultural Impacts, which is the accepted industry standard. We failed to find a statement in the study that indicates the plantation economies' impact to the area as inconsequential. On the contrary, the study states, "... during the Historic Period a major transformation of the land occurred, which began with the large-scale harvesting of native Sandalwood forests for export; and continued with the development of the O. R. and L. railroad and the commercial cultivation of sugar and pineapple, as well as the development of United States military installations. These activities had a devastating and lasting impact not only on the landscape, but also traditional Hawaiian lifeways" (p.61).

- 9.1.8. COMMENT: Commenter notes that the reference to the "Wahiawa Colony" is not just an interesting colonial-like expansion into the district. What is being lost here is that

the colony is direct evidence to the need for 21st century reckoning as outlined in the United Nations Declaration of the Rights of Indigenous Peoples (the "UNDRIP") adopted under the Obama administration. Under UNDRIP, the U.S. and the State of Hawai'i are obligated to decolonize native occupied lands including lands that were directly impacted by settler colonial claims. Whitmore and Wahiawa are such lands and therefore, the historical references trigger the duty of the State to preserve and protect those resources for the native peoples. A proposed bridge does not fit that standard.

COMMENTERS: Kekailoa Perry

RESPONSE: Thank you for your comment; repatriation of lands is beyond the scope of this project and not within HDOT's authority.

- 9.1.9. COMMENT: Commenter notes that the Cultural Impact Assessment “failed to conduct a current ethno-historical study of the area. However, the report noted that residents spoke strongly against the bridge during the community consultation meeting on February 26, 2020. The ethno-historical data used was lifted from previous studies unrelated to the proposed bridge. Yet, the older interviews did raise significant concerns about the area including the need to protect Kukaniloko and the surrounding areas. Many of those interviewed noted that Kukaniloko is a pik[o] for the island of O'ahu and as such, the areas surrounding it are also sacred. The conclusions of the report failed to address the impacts that any project will have on the cultural sanctity of the area. This is an oversight that should not have occurred considering the evidence presented and reported.”

COMMENTERS: Kekailoa Perry

RESPONSE: As stated in the OEQC Guidelines for Assessing Cultural Impacts, the goal of the oral interview process is to identify potential cultural resources, practices, and beliefs associated with the affected project area, as well as the broader study area. Furthermore, OEQC Guidelines for Assessing Cultural Impact also allow for the inclusion of constraints or limitations that might have affected the quality of the information obtained as a result of the ethnographic study and oral history procedures conducted as part of the consultation process. To that end, utilizing consultations from previous studies to aide in the identification of cultural resources is allowable. This comment refers to the need to protect Kukaniloko, and the area surrounding it. The comment also indicates that the report fails to address the impacts that any project will have on the cultural sanctity of the area. We kindly ask you to elaborate, as the report is rather explicit in stating the understanding of the proposed project location in relationship to Kukaniloko and the broader cultural area. The report also recognizes the potential for indirect effects within the viewplane of the area. As stated in the Cultural Impact Assessment, and Section 3.4.3 of the Draft EA, this potential impact would be addressed by bridge designers through a viewshed analysis when the design progresses to that stage.

If the proposed project disrupts the exercise of cultural practices and traditions, we would sincerely appreciate learning about it. Our understanding is that since there are no motors on the bridge, its operations would have far less noise and vibratory effects than the expansion of Kamehameha Highway and Karston-Thot Bridge would have, which is offered as an alternative in your letter. As a project in which the benefit is to create an outdoor space that creates connections with the environment in a quiet setting, away from vehicles, please help us to understand how it may detract from the cultural practices and traditions. We encourage your participation and would appreciate your sharing with us so that we can better understand the resources of the area and their uses.

- 9.1.10. **COMMENT:** Commenter notes the Cultural Impact Assessment acknowledges "The sacredness of a particular landscape feature is often cosmologically tied to the rest of the landscape as well as to other features on it. To limit a property to a specifically defined area may actually partition it from what makes it significant in the first place." The report goes on to note that the state guidelines "do not contain criteria for assessing the significance for traditional cultural properties." Thereafter, the report conjures a process for review. The result is a finding of no impacts. Such a blatant admission of procedural obtuseness followed by a blanket approval contrary to Hawaiian cultural values is a travesty.

**COMMENTERS:** Kekailoa Perry

**RESPONSE:** Thank you for your comment, we apologize for any offense – this was not intended. On the contrary, the recommendation is to assign historic significance to traditional cultural properties. This is arguably a higher standard of care than traditional cultural properties in that it recognizes its historic value and significance within a well-defined framework. As a well-defined framework, it affords the resource a higher level and formal source of protection.

- 9.1.11. **COMMENT:** The conclusions reached in the Cultural Impact Assessment are misleading and contradictory. Acknowledging the sacred significance of the 36,000 acre cultural property of Kukaniloko means the project will have a direct negative impact on the cultural sites. The report further admits that the Kukaniloko complex is a significant site that requires the state to "take into account" the beliefs and concerns of the guardians and other native Hawaiians to determine the sites significance. The community and guardians have spoken and they all said that the bridge should not be built because it will impact traditional and cultural practices including the desecration of the area connected to Kukaniloko.

**COMMENTERS:** Kekailoa Perry

**RESPONSE:** Thank you for your comment, the study recognizes the differing perspectives on the boundaries of Kukaniloko that may contribute to varying perspectives on the project's potential to impact cultural practices and resources. In our current understanding, the project does not hinder any cultural practices. Rather, one commentator on the Draft EA noted the relationship of being outdoors and in this

area enhanced those feelings of cultural connection. Is it possible that creating positive outdoor spaces could contribute to that sense of awe and reverence? HDOT is committed to the mitigations and recommendations of the study in an effort to honor the beliefs and traditional customs of the native Hawaiian community of Wahiawa. We welcome your thoughts on how we can do that.

- 9.1.12. **COMMENT:** The community made it quite clear that the Kukaniloko complex and the lands surrounding the complex [in Whitmore and Wahiawa] are sacred trust lands that require the utmost protection. The Draft EA fails to acknowledge traditional and customary rights and natural resource trust obligations.

**COMMENTERS:** Kekailoa Perry; Wahiawa Neighborhood Board; Ramona Kaiulani Kauahi

**RESPONSE:** Appendix C of the Draft EA and Section 3.4 of the Draft EA both recognize Kukaniloko.

- 9.1.13. **COMMENT:** Commenter notes that the Cultural Impact Assessment fails to follow their own self-imposed procedures under the three part test (1) by not properly identifying whether any valued cultural, historical, or natural resources are present, and (2) by not identifying the extent to which those resources and rights will be affected or impaired because interviews were limited during the COVID-19 pandemic. Commenter states that “the report admits to rights and cultural value existing then abruptly ends the analysis with a finding of no impact in direct contradiction to their own standards. The current facts lead me to conclude that the DOT is purposely ignoring their obligation to native Hawaiians and natural resource preservation in violation of the constitution and state laws”.

**COMMENTERS:** Kekailoa Perry

**RESPONSE:** We apologize for any injury this has caused. The Cultural Impact Assessment presented in Appendix C of the Draft EA was prepared in accordance with the Office of Environmental Quality Control's 1997 Guidelines for Assessing Cultural Impacts, which is the accepted industry standard. Furthermore, as stated in the report, and in your comment, limitations of the pandemic were acknowledged. Despite those limitations, given the proximity and overlap of the previous studies that the CIA relies upon, there is no reason to believe that a resource has been missed. If you have knowledge of resources within the project area that were missed, please tell us where they are.

- 9.1.14. **COMMENT:** Commenter requests that the Cultural Impact Assessment be re-opened or a 2nd assessment be conducted to evaluate traditional cultural practices.

**COMMENTERS:** Representative Amy Perruso

**RESPONSE:** The Draft Cultural Impact Assessment was open for comment and feedback during the Draft EA comment period. While the comment period has ended, as described in Section 3.4.3 of the Draft EA, HDOT remains committed to working with local community members, such as the members of the Hawaiian Civic Club of

Wahiawa, the Friends of Kukaniloko, and cultural practitioners to determine the best approach to creating a culturally sensitive representation of the significance of the area that will honor the beliefs and traditional customs of the native Hawaiian community of Wahiawa.

- 9.1.15. COMMENT: Commenter questions how can HDOT know that there will be no significant impact to cultural resources [Kukaniloko] if there has been no analysis of the visual impacts?

COMMENTERS: John Miller

RESPONSE: Thank you for your comment as it allows HDOT to clarify the issue, which is consistently documented throughout the Draft EA. The project's 0.5 mile distance from Kukaniloko, as well as its elevation, make direct and indirect impacts, including visual impacts, unlikely. Given the design-build and HRS 343 process, the final designer will not be hired until after the Final EA is completed. The design details that would affect visibility will not be known until after the designer has been selected. HDOT has committed to coordinating with local community members, such as the members of the Hawaiian Civic Club of Wahiawa, the Friends of Kukaniloko, and cultural practitioners to ensure that any impacts to the State Monument continue to be avoided, minimized, or mitigated as the details of design progress. Developing the details of design is a dynamic and ongoing process.

## **9.2. Cultural Resources**

- 9.2.1. COMMENT: Commenter notes that the shared use path would contribute to cultural enrichment.

COMMENTERS: Don Eovino

RESPONSE: The project benefit of cultural enrichment is duly noted.

## **10. Consistency with Government and Regional Plans**

### **10.1. Hawaii State Planning Act**

- 10.1.1. COMMENT: Commenters indicate that the Final EA would benefit from including an evaluation of the project in relation to Parts I and III of the Hawaii State Planning Act, HRS Chapter 226.

COMMENTERS: State Office of Planning

RESPONSE: Thank you for your comment, Section 3.19.1 of the Final EA has been updated to include discussions on relevant portions of the Transportation Functional Plan.

### **10.2. Coastal Zone Management Plan**

- 10.2.1. COMMENT: Commenters indicate that to assist in the decision-making process and meet HDOT's responsibilities in meeting HRS § 205A-4, the Final EA should evaluate the provisions of HRS § 205A-2 as applicable to this proposed action.

COMMENTERS: State Office of Planning;

RESPONSE: Section 3.19.1 of the Final EA has been updated to include discussions on relevant portions of the Hawaii Coastal Zone Management Plan.

- 10.2.2. COMMENT: Commenters indicate that based on the information provided in the Draft EA, the Corps could review the proposed temporary fill under Nationwide Permit (NWP) 14 since the bridge is part of a linear transportation project. A U.S. Army Corps of Engineers (USACE) Department of the Army permit would be necessary if the total allowable permanent fill exceeds 12% area of potential bridge column area within the USACE jurisdiction of Kiikii Stream. The Hawaii Coastal Zone Management (CZM) Program has issued general concurrence for NWP 14 for the discharge of fill material in any stream equal to or less than 200 linear feet. For NWP 14 actions exceeding 200 linear feet of fill in any stream, an individual CZM federal consistency review is required.

COMMENTERS: State Office of Planning;

RESPONSE: Thank you for the information, we will add CZM federal consistency review to the list of permits in the event that it is triggered by the DA Permit

- 10.2.3. COMMENT: Commenters indicate that the source of funding is not mentioned in the Draft EA. Projects funded with federal sources may be subject to CZM federal consistency review.

COMMENTERS: State Office of Planning

RESPONSE: No federal funds would be used, as stated in Section 1.1 of the Draft EA.

## **11. Project Purpose and Need**

### **11.1. Outdated Community Objectives**

- 11.1.1. COMMENT: Commenters indicate that needs and society has changed since the project was identified in long-range plans. It's not needed anymore.

COMMENTERS: Pat Suzuki; Wahiawa Neighborhood Board; Bello's Millwork Inc.

RESPONSE: HDOT acknowledges that the Wahiawa Town Master Plan, which dates back to 1994, identified the goal to: "Encourage alternative modes of travel by providing bikeways for recreational activities and trips to work areas, schools, shopping centers and community facilities." However, as also mentioned in Section 1.3.2 of the Draft EA, the recent Central Oahu Transportation Study by the Oahu Metropolitan Planning Organization, which conducted public outreach in 2016, continues to identify the shift of residents from single occupant vehicles to non-motorized transportation alternatives. The proposed action is one of the 2019 study's recommendations.

### **11.2. Central Oahu Transportation Study**

- 11.2.1. COMMENT: Commenters indicate that the Oahu Metropolitan Planning Organization's (OMPO's) recommendation is based on 44 responses which obviously does not accurately portray the true sentiments of the Wahiawa and Whitmore Village communities;.

COMMENTERS: Wahiawa Neighborhood Board; John Miller

RESPONSE: Your comment questions the online survey and findings of The Central Oahu Transportation Study which was approved by the Board on November 26, 2019. The study was not prepared by HDOT. We acknowledge that the Central Oahu Transportation Study is one of the long-range transportation plans in which this project fulfills its stated objectives.

- 11.2.2. COMMENT: Commenter states that, "A large part of the Draft Environmental Assessment and Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, seemingly uses OMPO's letter, dated March 12, 2020, as the showcasing community support from the residents of both Wahiawa and Whitmore Village", and implies that outreach conducted to support the Central Oahu Transportation Study applies to the Wahiawa Pedestrian Bridge Draft EA, as well.

COMMENTERS: John Miller

RESPONSE: Please verify your information as it is erroneous. The Draft EA has no mention or reference to the contents of OMPO's March 12, 2020 letter, aside from listing the organization as a pre-assessment stakeholder, and an inclusion of the letter in the Appendix. None of the pop-up community events that you mention are described or referenced in the Draft EA.

### **11.3. Lack of Interest and Project Support**

- 11.3.1. COMMENT: Commenters note that there is lack of interest, and that the community survey conducted by HDOT is not valid or statistically significant due to poor response rate and flaws.

COMMENTERS: Kekailoa Perry; John Miller

RESPONSE: Section 4.2.2 of the Draft EA presents the community survey, which "was taken to gauge whether comments received at the public meeting represent community sentiment and to allow for increased public participation". As reflected in this comment, results of the survey also assisted as a gauge to measure whether the project would be embraced by the community. Given the perception that HDOT is basing project decisions on the results of such a controversial survey, the discussion of the survey has been removed from the project's purpose and need in Section 1.3. HDOT's project decision-making is based on a variety of criteria and information beyond an opinion poll. Inclusion of the survey within that discussion detracts from the project's objective of adding connectivity between residential land use and places of employment and schools, as well as meeting the objectives identified in long-range regional plans. With that being said, the discussion of the survey in Section 4.2.2 will remain within the administrative record because it is indeed a public outreach tool that provides a measure of the attitudes that are prevalent within the community. Lastly, HDOT has received overwhelming response from a variety of agencies, organizations, and individuals who indicate an interest in the proposed action.

- 11.3.2. COMMENT: Commenters note that money should be spent on more critical projects.

COMMENTERS: Representative Amy Perruso; Dan Nakasone; Pat Suzuki

RESPONSE: The concern for project costs and other community needs is noted.

11.3.3. COMMENT: Commenters question the need as no schools have indicated support for the facility.

COMMENTERS: John Miller

RESPONSE: In response to the Draft EA, HDOT has received comments acknowledging the need and benefit that the project would provide by offering safe routes to school, as well as mobility options for students. HDOT has received letters of support from individuals, as well as the State Department of Education's Complex Area Superintendent for North Side Central District, Leilehua, Mililani and Waialua, and the Leilehua Mules Alumni Association.

11.3.4. COMMENT: Commenters question the need as the bridge will not be used.

COMMENTERS: Arlene Ramos; Eddie Ramos; Sheila Gage

RESPONSE: Your comment is noted.

## 12. Alternatives

### 12.1. Improve Existing Kamehameha Highway

12.1.1. COMMENT: Commenters recommend improvements to the existing Kamehameha Highways as an alternative.

COMMENTERS: suzukis002@hawaii.rr.com; Kekailoa Perry; Wahiawa Neighborhood Board Chairwoman; Pat Suzuki; Bello's Millwork, Inc.

RESPONSE: Section 2.3 of the Draft EA generally describes making improvements to the existing highway as an alternative that was considered but eliminated. When evaluating the alternative, we found that it does not meet the purpose and need as effectively as the proposed action and would be costlier.

12.1.2. COMMENT: Commenters recommend design of an overpass like the freeway.

COMMENTERS: Pat Suzuki

RESPONSE: Based on your comment, it is unclear where the overpass would be constructed in order to effectively meet the project purpose and need.

12.1.3. COMMENT: Commenter recommends addressing the need for system redundancy and congestion for vehicular traffic instead, including building a new road in and out of Whitmore Village.

COMMENTERS: Christine Watanabe; Sarah Miyataki

RESPONSE: Traffic congestion and vehicular demands are not part of the identified purpose and need for the project.

**12.2. Koa Street Alternative**

12.2.1. COMMENT: Commenter recommends prioritizing the connection to Wahiawa Middle and Leilehua High – which would support the Koa St alternative.

COMMENTERS: City and County of Honolulu’s Vision Zero Coordinator

RESPONSE: HDOT has selected the North Cane Street as the preferred alternative; however, depending on the ultimate location of the bridge landing site, cycling or walking to Koa Street may be a conducive option.

**12.3. North Cane Street Alternative**

12.3.1. COMMENT: Commenter prefers the North Cane Street alternative because of its proximity to the Wahiawa Police Station.

COMMENTERS: Roger Au; Joe Nonies; Yong Nonies; Ian Colte; Dean Masai

RESPONSE: HDOT has selected the North Cane Street as the preferred alternative for this reason as well, including other considerations.

**13. Build Alternative**

**13.1. Design Elements**

13.1.1. COMMENT: Commenters indicate that the bridge should restrict use from mopeds and motorized vehicles.

COMMENTERS: Ron Kodama

RESPONSE: Removable bollards and fencing would be placed in strategic areas along the path to deter these types of unwarranted uses. Furthermore, the increased visibility of the path from the Wahiawa Police Station, and surrounding land uses will help to maintain its intended uses.

13.1.2. COMMENT: Commenters are upset that there are no current plans to upgrade the City streets to which the proposed bridge across Kiikii Stream would connect. All of them are currently unsafe, even dangerous, for any pedestrians and bike riders who might use those streets. The community’s understanding was that the \$13 million dollars would include such improvements.

COMMENTERS: Representative Amy Perruso; Kimberly Sanchez

RESPONSE: The proposed project has independent utility and logical termini. While HDOT is coordinating with the City to assume the shared use path, HDOT does not have jurisdiction over the adjacent City streets.

13.1.3. COMMENT: The Board of Water Supply (BWS) has a 12-inch cast-iron main within the proposed Wahiawa Pedestrian Bridge Project area. Please coordinate with our Capital Projects regarding any potential water line re-alignment and/or relocations. To ensure access to our water main during maintenance and/or repair, please coordinate with our Field Operations Division regarding the required clearances between the bottom of the bridge and our water main. The construction drawings shall be submitted for our review and approval. The construction schedules shall be

coordinated with BWS to minimize impact to the existing water services and our water system in the area.

COMMENTERS: BWS

RESPONSE: HDOT will require the Contractor to coordinate with BWS as requested.

**13.2. Costs**

13.2.1. COMMENT: Commenters question the cost difference between the proposed action in the Central Oahu Transportation Study and the Draft EA leading one to question whether they are the same project.

COMMENTERS: John Miller

RESPONSE: HDOT is unable to attribute the difference in OMPO's cost estimate as the two estimates are prepared independently and include a range of assumptions and factors. Preparers of the Central Oahu Transportation Study have provided comments on the Draft EA in support of the proposed action. It is logical to assume that the proposed actions are one and the same.

DAVID Y. IGE  
GOVERNOR



CURT T. OTAGURO  
COMPTROLLER  
AUDREY HIDANO  
DEPUTY COMPTROLLER

**STATE OF HAWAII**  
**DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES**  
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

(P) 20.084

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JUN 09 2020

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

**MEMORANDUM**

TO: Ms. Holly Yuen, Project Manager  
Department of Transportation, Highways Division

FROM: Christine L. Kinimaka  
Public Works Administrator 

SUBJECT: Hawaii Revised Statutes (HRS) Chapter 343 Draft Environmental Assessment  
Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa  
Wahiawa, Island of Oahu, State of Hawaii

Thank you for the opportunity to provide comments on the subject draft environmental assessment. The project does not appear to directly impact any existing facilities in Wahiawa that are managed or operated by the Department of Accounting and General Services, and we have no comments to offer at this time.

As we indicated earlier in our response to your pre-assessment consultation's solicitation for comments, we note that the project intends to connect the planned new multimodal bridge with pathways that lead to the Wahiawa Transit Center, which adjoins our Wahiawa Civic Center. We are beginning to look at redevelopment options for the civic center parcel, and your project will be of interest to us as we move forward with our planning efforts for the civic center.

If you have any questions, your staff may call Mr. Dennis Chen of the Public Works Division at 586-0491.

DYKC:mo

c: Mr. Randall Urasaki, WSP USA, Inc.  
OEQC

DAVID Y. IGE  
GOVERNOR



DR. CHRISTINA M. KISHIMOTO  
SUPERINTENDENT

**STATE OF HAWAII**  
DEPARTMENT OF EDUCATION  
**CENTRAL OAHU DISTRICT OFFICE**  
1122 MAPUNAPUNA STREET, SUITE 200  
HONOLULU, HAWAII 96819  
phone number: (808) 307-3900

Wahiawa-Whitmore Village Neighborhood Board  
Monday, June 15, 2020  
7:00pm

Aloha,

As a Complex Area Superintendent, I would like to express my appreciation to the Wahiawa Neighborhood Board and our public officials.

I strongly support the pedestrian bridge project that connects the Whitmore Village area with Wahiawa Town.

I feel that this bridge will provide a safe connection for our many students that travel to our Wahiawa schools on a regular basis. These students currently have to rely upon the city bus system or they walk the current pathway which is along the Kamehameha Highway. The current walk is long and dangerous as there are areas that do not have safe sidewalk space.

Thank you for this opportunity to submit testimony on this measure.

Sincerely,

Bob Davis  
Complex Area Superintendent  
North Side Central District, Leilehua, Mililani and Waialua

## PEDESTRIAN BRIDGE EA

### March Analysis

On Thursday, February 27, 2020, I attended a community meeting organized by DOT at Helemano Elementary, at which consultants were asked to solicit input on possible pathways for the Wahiawā Pedestrian Bridge Project. The cafeteria was packed with community members from both Whitmore Village and Wahiawā, who overwhelmingly opposed the project.

Community members were concerned about safety issues, especially since we are having difficulty securing lands controlled by the Agribusiness Development Corporation. Since ADC lands are state property, the Honolulu Police Department does not provide enforcement, while the State Sheriffs are understaffed and geographically quite distant.

Moreover, residents were overwhelmingly resistant to the idea of spending scarce taxpayer dollars on this project, something that has become even more exigent during the economic downturn caused by COVID-19. This bridge does not advance the needs of my community that have been expressed during the pandemic. Funneling money to more critical projects, like upgrading our state's public health infrastructure, would be a much better use of taxpayer dollars.

### May Issues

Included in the draft environmental assessment for the Wahiawā to Whitmore Village Pedestrian Bridge is a cultural impact assessment. Yet, at the time of the review, community members were only beginning to understand of the project's scope and implications, which they expressed in a community forum and, later, a survey conducted by HIDOT that revealed division about the bridge's completion. Following publication of the EA—which was not widely publicized in the community—cultural practitioners contacted my office to request that their views be amplified before the project moves forward.

Accordingly, before this project proceeds, I asked HIDOT to reopen the cultural assessment that was conducted as part of the overall EA or conduct a second cultural assessment, including a traditional cultural practices analysis, to learn about the cultural significance of the impacted community. In correspondence with my office, constituents have expressed deep concern that the proposed pedestrian bridge may trample on important cultural sites and Hawaiian rights.

From Mauna Kea to Kahuku, we've witnessed an outpouring of frustration with our state's continued dismissal of Native Hawaiian voices. I am hoping that HDOT does not make that same mistake with regard to this project. Instead, I urged HDOT to respect the heritage of the area's cultural practitioners by pausing the project and reaching out, once more, to obtain their mana'o.

## June Comments

An in-person Neighborhood Board meeting was called on June 15, 2020, despite COVID-19 concerns, to address the question of the pedestrian bridge. During the meeting, the chair of the Neighborhood Board revealed that she had called the meeting because three concerns had been shared with her privately:

- 1) Questions on the survey had been changed mid-survey.
- 2) The link to the survey had been shared by the leadership of a union with its membership outside of the community.
- 3) The survey was open, so that anyone could take it multiple times, rendering the results statistically meaningless and invalid for public policy purposes.

At this June Neighborhood Board meeting, the majority of the people from the community who spoke were in strong opposition, and the split over the issue intensified conflict in the community. This conflict is captured in the Olelo video. After the meeting, reading the handout provided by HDOT, many community members were furthered angered by this statement on the handout:

“There are no current plans to upgrade the City streets to which the proposed bridge across Kiiikii Stream would connect; any such improvements of City streets are beyond the scope of this project at this time.”

All of the proposed routes will require major modifications of the City street to which the proposed bridge will connect. All of them are currently unsafe, even dangerous, for any pedestrians and bike riders who might use those streets. The community's understanding was that the \$13 million dollars would include such improvements. Given the new post-COVID economic environment, one in which city and state policy makers are dramatically cutting budgets because of the projected declines in tourism, additional funding for a project that does not seem to have been planned with the City seems unlikely at best.



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phone number: (808) 307-3900

June 15, 2020

**RECEIVED**  
**JUN 23 2020**  
TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

Department of Transportation, Highways Division  
601 Kamokila Boulevard, #688  
Kapolei, HI 96707

**RE: In support of the Wahiawa Pedestrian Bridge Project**

Aloha,

As a Complex Area Superintendent, I would like to express my appreciation to the Wahiawa Neighborhood Board and our public officials.

I strongly support the pedestrian bridge project that will connect the Whitmore Village area with Wahiawa Town.

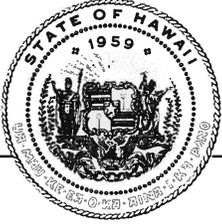
I feel that this bridge will provide a safe connection for our many students that travel to our Wahiawa schools on a regular basis. These students currently have to rely upon the city bus system or they walk the current pathway which is along the Kamehameha Highway. The current walk is long and dangerous as there are areas that do not have safe sidewalk space.

Thank you for this opportunity to submit testimony on this measure.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. Davis".

Bob Davis  
Complex Area Superintendent  
North Side Central District, Leilehua, Mililani and Waialua



## OFFICE OF PLANNING STATE OF HAWAII

DAVID Y. IGE  
GOVERNOR

MARY ALICE EVANS  
DIRECTOR  
OFFICE OF PLANNING

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-2846  
Fax: (808) 587-2824  
Web: <http://planning.hawaii.gov/>

DTS 202006121429HE

June 16, 2020

To: Jade Butay, Director  
Department of Transportation

From: Mary Alice Evans, Director *Mary Alice Evans*  
Office of Planning

Attention: Holly Yuen  
Technical Design Section, Design Branch, Highways Division

Subject: Draft Environmental Assessment Wahiawa Pedestrian Bridge  
Wahiawa, Oahu, Hawaii

Thank you for the opportunity to provide comments on the Draft Environmental Assessment (Draft EA) for the proposed Wahiawa Pedestrian Bridge Project, Whitmore Village to Wahiawa. The Draft EA notification was received by our office on May 28, 2020.

It is our understanding that The State of Hawaii Department of Transportation, Highways Division (HDOT) is proposing to construct a shared use bicycle/pedestrian facility from Whitmore Village to Wahiawa Town, which includes a new non-vehicular bridge over Kiiiki Stream. The shared use path is intended to reduce the time and distance between Whitmore Village and Wahiawa Town by creating an additional multimodal connector from Whitmore Village to the Wahiawa Transit Center. The project will be designed to reduce automobile usage, while supporting walking, biking, and transit use.

The Office of Planning (OP) has reviewed the Draft EA and has the following comments to offer:

1. Hawaii State Planning Act

The Hawaii State Planning Act, Hawaii Revised Statutes (HRS) Chapter 226, serves as a guide for long-term development for the State. It provides 1) goals, objectives, and policies; 2) the allocation of resources through planning coordination and implementation efforts; and 3) priority guidelines for the State.

The Draft EA includes a discussion of the project and its consistency with Part II of HRS Chapter 226 with its discussion of the project in relation to the Transportation Functional Plan, (1991). OP finds that a number of the provisions of HRS Chapter 226 may also be applicable to this proposed action. These include, but are not limited to:

- HRS § 226-5 Objective and policies for population

- HRS § 226-11 Objectives and policies for the physical environment--land-based, shoreline, and marine resources;
- HRS § 226-13 Objectives and policies for the physical environment--land, air, and water quality;
- HRS § 226-108 Sustainability Priority Guidelines; and
- HRS 226-109 Climate change adaptation priority guidelines

As the Draft EA already includes a discussion on Part II – Planning Coordination and Implementation, the Final Environmental Assessment (Final EA) would benefit from including an evaluation of the project in relation to Parts I and III of the Hawaii State Planning Act, HRS Chapter 226.

2. The Hawaii Coastal Zone Management (CZM) Program

The Hawaii CZM Program’s objectives and supporting policies, HRS § 205A-2 as amended, provides guidance on natural, ecological, and coastal resource management. HRS § 205A-4(a), states that “in implementing the objectives of the CZM program, agencies shall give full consideration to ecological, cultural, historic, esthetic, recreational, scenic, and open space values, and coastal hazards, as well as to needs for economic development.”

Furthermore, HRS § 205A-4(b) states “the objectives and policies of this chapter and any guidelines enacted by the legislature shall be binding upon actions within the coastal zone management area by all agencies, within the scope of their authority.”

As a State Agency, HDOT is expected to give full consideration of the objectives and supporting policies of the Hawaii CZM Program. To assist in the decision-making process and meet HDOT’s responsibilities in meeting HRS § 205A-4, the Final EA should evaluate the provisions of HRS § 205A-2 as applicable to this proposed action.

3. Coastal Zone Management Act (CZMA) Federal Consistency

We note that Section 2.6, page 2-10 lists a Department of the Army (DA) Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act as a potential permit.

Appendix A-4, “Section 404 of the Clean Water Act,” includes consultation between HDOT and the U.S. Army Corps of Engineers (USACE) Honolulu District. In this consultation, it is stated by the USACE that it is their understanding that “the proposed bridge alignments would be adjusted to avoid impacts to any wetlands found during the field survey.

Additionally, since the bridge piers placed within the channel would not exceed 12% of the channel area below the Ordinary High-Water Mark, the bridge piers would not have the effect of fill. Since the proposed bridge itself would not result in the discharge of fill into the

Mr. Jade Butay  
June 16, 2020  
Page 3

channel (or any other waters of the US), Corps authorization is not required for the bridge itself.”

The Draft EA goes on to state that “HDOT is anticipated to apply for Corps authorization to discharge fill for temporary construction access BMPs. Based on the information provided, the Corps could review the proposed temporary fill under NWP 14 since the bridge is part of a linear transportation project.” A DA permit would be necessary if the total allowable permanent fill exceeds 12% area of potential bridge column area with the USACE jurisdiction of Kiikii Stream. The Hawaii CZM Program has issued general concurrence for NWP 14 for discharging of fill material in any stream equal to or less than 200 linear feet. For NWP 14 actions exceeding 200 linear feet of fill in any stream, individual CZM federal consistency review is required.

Furthermore, the Draft EA does not indicate the source of funding that will be used to subsidize the construction of the pedestrian bridge. Projects funded with federal funds, such as Federal Highway Administration funds, may be subject to CZM federal consistency review.

Actions that require a federal consistency review are noted in Hawaii’s Listed Federal Actions (<https://coast.noaa.gov/data/czm/consistency/media/hi.pdf>), which indicate the specific federal licenses and permits, as well as federal financial assistance. The national CZMA requires that federal actions be consistent with approved state coastal programs enforceable policies. OP is the lead state agency with the authority to conduct CZMA federal consistency reviews. Please contact our office regarding the policies and procedures on this matter.

If you have any questions regarding this comment letter, please contact Joshua Hekeka of our office at (808) 587-2845.

---

From: Devon H. Miller <[d.miller@capitol.hawaii.gov](mailto:d.miller@capitol.hawaii.gov)>  
Sent: Monday, June 15, 2020 4:27 PM  
To: Jeanne Ishikawa <[jeannenb26@yahoo.com](mailto:jeannenb26@yahoo.com)>  
Cc: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: FW: Wahiawa Pedestrian Bridge Project

From: Carlos Penaloza <[carlospe@hawaii.edu](mailto:carlospe@hawaii.edu)>  
Sent: Monday, June 15, 2020 4:10 PM  
To: Sen. Donovan Dela Cruz <[sendelacruz@capitol.hawaii.gov](mailto:sendelacruz@capitol.hawaii.gov)>  
Cc: Mike Unebasami <[mune@hawaii.edu](mailto:mune@hawaii.edu)>; Devon H. Miller <[d.miller@capitol.hawaii.gov](mailto:d.miller@capitol.hawaii.gov)>  
Subject: Re: Wahiawa Pedestrian Bridge Project

Aloha Senator Dela Cruz,

LCC is in full support of expanding multimodal transportation options in the area, to include the pedestrian bridge project. The project will complement the pending renovation of our Value Added Product Development Center. We will provide a more detailed statement of the benefits of the pedestrian bridge project as part of the Draft Environmental Assessment process.

Mahalo

Carlos G. Peñaloza, Ph.D | Chancellor

Leeward Community College

Chancellor's Office

96-045 Ala Ike

Pearl City, HI 96782

# BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU  
630 SOUTH BERETANIA STREET  
HONOLULU, HI 96843  
www.boardofwatersupply.com



June 18, 2020

KIRK CALDWELL, MAYOR

BRYAN P. ANDAYA, Chair  
KAPUA SPROAT, Vice Chair  
KAY C. MATSUI  
RAY C. SOON  
MAX J. SWORD

ROSS S. SASAMURA, Ex-Officio  
JADE T. BUTAY, Ex-Officio

ERNEST Y. W. LAU, P.E.  
Manager and Chief Engineer

ELLEN E. KITAMURA, P.E.  
Deputy Manager and Chief Engineer

Ms. Holly Yuen  
State of Hawaii  
Department of Transportation  
601 Kamokila Boulevard, Room 688  
Kapolei, Hawaii 96707

RECEIVED

JUN 24 2020

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

Dear Ms. Yuen:

Subject: Your Email Dated May 27, 2020 Requesting Comments on the Draft Environmental Assessment for the Proposed Wahiawa Pedestrian Bridge in Wahiawa – Tax Map Key: 7-1-001: 014, 015, 017, 034 and 7-4-007: 007

Thank you for your letter regarding the proposed pedestrian bridge project.

The Board of Water Supply (BWS) has a 12-inch cast-iron main within the proposed Wahiawa Pedestrian Bridge Project area. Please coordinate with our Capital Projects regarding any potential water line re-alignment and/or relocations.

To ensure access to our water main during maintenance and/or repair, please coordinate with our Field Operations Division regarding the required clearances between the bottom of the bridge and our water main.

The construction drawings shall be submitted for our review and approval.

The construction schedules shall be coordinated with BWS to minimize impact to the existing water services and our water system in the area.

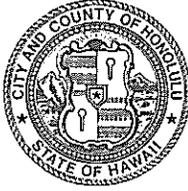
If you have any questions, please contact Robert Chun, Project Review Branch of our Water Resources Division at 748-5443.

Very truly yours,

ERNEST Y. W. LAU, P.E.  
Manager and Chief Engineer

POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813  
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulu-pd.org



KIRK CALDWELL  
MAYOR

SUSAN BALLARD  
CHIEF

JOHN D. MCCARTHY  
CLYDE K. HO  
DEPUTY CHIEFS

OUR REFERENCE EO-DK

June 17, 2020

RECEIVED

JUN 24 2020

TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION

Ms. Holly Yuen  
Project Manager  
Design Branch, Highways Division  
Hawaii Department of Transportation  
601 Kamokila Boulevard, Room 688  
Kapolei, Hawaii 96707

Dear Ms. Yuen:

This is in response to your postcard received on May 27, 2020, requesting comments on the Draft Environmental Assessment (DEA) for the Wahiawa Pedestrian Bridge project.

The Honolulu Police Department (HPD) has reviewed the online DEA and has safety concerns for pedestrians with the proposed route along North Cane Street, as there is a high level of vehicular traffic in the area. For any of the route alternative(s), the HPD would like to recommend that all necessary signs, lights, barricades, and other safety equipment be installed and maintained by the contractor during the construction of the project. The HPD would also like to be notified when the project nears its final design phase in order to assess its potential impacts to police services.

If there are any questions, please call Major Dagan Tsuchida of District 2 (Wahiawa) at 723-8700.

Thank you for the opportunity to review this project.

Sincerely,

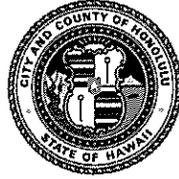
A handwritten signature in black ink, appearing to read "Allan T. Nagata".

ALLAN T. NAGATA  
Assistant Chief of Police  
Support Services Bureau

HONOLULU FIRE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

636 South Street  
Honolulu, Hawaii 96813-5007  
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/hfd

KIRK CALDWELL  
MAYOR



MANUEL P. NEVES  
FIRE CHIEF

LIONEL CAMARA JR.  
DEPUTY FIRE CHIEF

June 17, 2020

Ms. Holly Yuen, Project Manager  
State of Hawaii  
Department of Transportation  
601 Kamokila Boulevard, Unit 688  
Kapolei, Hawaii 96707

Dear Ms. Yuen:

Subject: Wahiawa Pedestrian Bridge Project Environmental Assessment Draft Review

In response to your letter received by our office on May 29, 2020, regarding the abovementioned subject, the Honolulu Fire Department reviewed the draft and has no comments at this time.

Should you have questions, please contact Assistant Chief Ronald Rico of our Fire Operations division at 723-7103 or rrico@honolulu.gov.

Sincerely,

A handwritten signature in black ink that reads "Ron Rico".

RONALD RICO  
Assistant Fire Chief  
Fire Operations Division

RR:ja

RECEIVED  
JUN 23 2020  
TECHNICAL DESIGN SVCS OFC  
DEPT. OF TRANSPORTATION



WAHIAWĀ-WHITMORE VILLAGE NEIGHBORHOOD BOARD NO. 26

NEIGHBORHOOD COMMISSION • 925 DILLINGHAM BOULEVARD, SUITE 160 • HONOLULU, HAWAII, 96817  
PHONE (808) 768-3710 • FAX (808) 768-3711 • INTERNET <http://www.honolulu.gov/nco>

June 21, 2020

Ms. Holly Yuen, Project Manager  
Department of Transportation, State of Hawaii  
601 Kamokila Boulevard, Room 688  
Kapolei, Hawaii 96707

email: [Holly.Yuen@hawaii.gov](mailto:Holly.Yuen@hawaii.gov)

SUBJECT: Wahiawa Pedestrian Bridge-Draft EA-Project HWY-O-07-18

Aloha Ms. Yuen:

The recent Regular Meeting of the Wahiawa-Whitmore Village Neighborhood Board No. 26 (NB26) was held on Monday, June 15, 2020 at 7:00 p.m. at the Wahiawa District Park's Hale Koa Building. Listed on the Agenda was the following:

Item VII.2. Presentation: Proposed Pedestrian Bridge from Wahiawa to Whitmore Village via Cane Street, Palm Street, or Koa Street Presenters: State Department of Transportation (SDOT) (Note: SDOT Deputy Director Ed Sniffen was the presenter.)

After lengthy discussion, the NB26 deferred the vote on this item to our next meeting in July. However, it was recently clarified that per The Environmental Notice, the due date for comments is June 22, 2020. I believe it is critically important that your agency is aware of the recent NB26 meeting, and am herein submitting an overview of the June 15, 2020 NB26 meeting.

Approximately 75 people attended the June 15, 2020 NB26 meeting, which included a cross-section of Wahiawa and Whitmore Village residents, young adults, families, kupuna and keiki, business owners, and representatives from community organizations. It was stated on the Agenda, and announced several times during the meeting, that the following Rules were in place: wearing of face masks, practicing social distancing, and following the instructions on the use of the videographer's equipment. Testifiers were also told they must sign-in on the "Testifier Sheet" before speaking, and would be given one minute to talk, with a timer provided to account for the time. The line of speakers rounded the room and out the door where blue tape on the ground indicated 6-foot social distancing. Extra chairs were also set up in the outdoor pavilion area. I stated everyone must be respectful to one another regardless of their opinions. I issued a warning to one person during the testimony period.

The majority of the testifiers opposed the Pedestrian Bridge project. Here's a sampling of the comments:

- The bridge will become an unwanted nuisance and attraction for illegal activities;
- SDOT said the "agreement" is the City will maintain the bridge once it's built. Community members said the City cannot maintain the bridge as it doesn't maintain its current facilities;
- Parents stated they will not allow their children to walk across the bridge to go to school due to safety concerns—who will monitor the bridge? Where are the school busses?

- People testified that every bridge and underpass around the island has become a haven or hiding place for individuals, illegal activities, and unsanitary conditions--we don't want that;
- Let the \$13M lapse and reprogram it into the next Fiscal Budget to improve the Karston-Thot Bridge by widening it for a pedestrian/bike path. The community has been asking for this long before the Pedestrian Bridge idea came up and SDOT has not done anything about it;
- This area is culturally and historically significant—it falls under Kukaniloko;
- You heard us at the Whitmore meeting, and now we have to come again and maybe get exposed to the virus, to tell you we don't want the bridge;
- The Pedestrian Bridge will be long and high, and dark at night. Who will provide 24 hour safety so that people will use the bridge? Nobody, so don't build it.
- Wasting time and money to build a new Pedestrian Bridge--fix the Karston-Thot Bridge, build the multi-modal path on Karston-Thot Bridge so that everyone will have access to get to Tamura's, Wahiawa, and the North Shore.
- This project is 30 years too late, don't build it, not a priority anymore. Give the money back so the State can use it for those who are unemployed.
- We don't want this bridge, but SDOT continues to state they're proceeding? Why?

There were several people who testified in favor of the project: two were from the Hawaii Bicycling League, one is a Wahiawa business owner, one is a member of the Leilehua Alumni group, and another resident suggested the Pedestrian Bridge would be better if it connected to the Wahiawa Botanical Garden.

(Note: I announced at the meeting, that I had received, prior to the start of the meeting, via email--three (3) testimonies in support of the Pedestrian Bridge--a letter from the LCC Chancellor, a letter from the DOE Complex Superintendent, and an email from a Wahiawa resident. I forwarded those emails to Deputy Sniffen.)

Toward the end of the meeting, I relayed several concerns from the community that were personally shared with me. One demanded that I not disclose his/her name. The concerns raised, and brought to everyone's attention are as follows:

1. The SDOT on-line survey results are flawed as there was no mechanism to prevent people from repeatedly responding to the survey;
2. A couple of people said they could not complete the survey as they did not see "support" or "oppose the project" as a selection. They asked me why wasn't these options available on the survey, and commented that "to respond "strongly against" is not the same as "no" or "opposed." Were the survey questions posed that way so that no "No" responses could be recorded? Were the questions adjusted due to these concerns?
3. I was shown a union's April 2, 2020 ebulletin newsletter, which included a section requesting members to "please take the time" to participate in the Wahiawa Pedestrian Bridge survey. The contact number listed is to a legislator's office. Is this appropriate?

The Board requested a follow-up on the above, which SDOT stated they would do so.

As I stated at the June 15, 2020 NB26 meeting, the reason for this presentation is because:

- Although, SDOT scheduled a Community Informational Meeting on the Pedestrian Bridge on February 26, 2020 at Helemano Elementary School in Whitmore Village, it had not scheduled a similar meeting for Wahiawa. My point being, the proposed intent of the bridge is to connect the two communities, yet only one meeting was scheduled in one community? This raised a red flag.

- As Chair of the NB26, I believe it is necessary and essential to have a presentation in Wahiawa as the Whitmore presentation revealed a total of three (3) route options for the proposed bridge when previously there was only one option. Either of these two new options (Palm Street and Koa Street) will have a direct impact, either to a residential/housing area and several small businesses, or to one of the original long-standing residential neighborhoods of Wahiawa. The two new route options were not discussed with the residents or business owners of these areas; they were unaware. The impact from either of these options to these neighborhoods would be significant, and the people needed to know. This raised another red flag.
- I requested a presentation for our March 16, 2020 neighborhood board meeting, and the presentation was scheduled. However, the COVID-19 pandemic struck Hawaii, and on March 13, 2020, the City & County of Honolulu cancelled all community meetings/gatherings for public health and safety reasons. Our March 16 presentation was rescheduled for our June 15 meeting, the first opportunity we had to reconvene in accordance with the Mayor's Order.

At present, having reviewed the 400-plus pages of the Draft Environmental Assessment (EA) and Anticipated Finding of No Significant Impact (FONSI) for the Wahiawa Pedestrian Bridge project, I raise the following, additional "red flags" and demand an immediate written response from SDOT:

1. The OMPO recommendation is based on 44 responses which obviously does not accurately portray the true sentiments of the Wahiawa and Whitmore Village communities;
2. The SDOT on-line survey results are based on 345 surveys which again, could be a result of individuals repeatedly participating in the survey. It's unlikely the survey accurately reflects the true sentiments of the Wahiawa and Whitmore Village communities;

Note: Given SDOT's reliance on their own survey, the OMPO survey, and the one SDOT informational community meeting held in Whitmore Village on February 26, 2020, it's no surprise the community questions whether there ever was a sincere, concerted effort to inform, include, or involve the Wahiawa and Whitmore Village residents on the three options for the Pedestrian Bridge project.

Note: The February 26, 2020 meeting in Whitmore drew a crowd of about 100 people with everyone opposing the project except for one or two people. The Court Reporter Meeting Transcript, Appendix A-5, is the public record. The NB26 meeting on June 15 2020, drew about 75 people with everyone opposing the project except for 5 or 6 people who supported the project, along with about 3 emails received prior to the meeting. I encourage SDOT to view the meeting on Olelo, Chanel 49, when it is rebroadcast. Again, this is part of the public record.

3. The Navy and Joint Base Pearl Harbor-Hickam expressed concerns of potential increased pedestrian/motor/bicycle traffic along Whitmore Avenue, as well as public safety concerns of the proposed Pedestrian Bridge;
4. The owner of Ali'i Turf in Whitmore Village is asking why the SDOT is proposing to use or "take" a part of his land for the Pedestrian Bridge project. Many residents (and visitors) support his fishing program and are concerned about the negative impact to a good business and neighbor;

5. With all the data included in the EA report, I'm surprised there were no socio-economic studies or surveys performed to determine the potential social impact to the neighborhoods and to residents and businesses located within the three route options. This information is important to analyze on how this project will affect the residents' quality of life, life expectancy, etc.

Thank you for the opportunity to provide my Comments of the June 15, 2020 NB26 meeting.

(Note: This letter does not represent the official Minutes of the June 15, 2020 NB26 meeting. The draft June meeting Minutes will be distributed and posted with the July NB26 Agenda on the Neighborhood Commission Office website).

Please contact me with any questions. Mahalo, take good care and be well.

Peace,  
Jeanne Ishikawa  
Chair, WWV NB26  
email: [jeannenb26@yahoo.com](mailto:jeannenb26@yahoo.com)

cc: Mr. Todd Nishioka, Consultant  
Ms. Janelle Nomura, NCO

email: [todd.nishioka@wsp.com](mailto:todd.nishioka@wsp.com)  
email: [Janelle.Nomura@honolulu.gov](mailto:Janelle.Nomura@honolulu.gov)

---

From: [jhr@hawaii.rr.com](mailto:jhr@hawaii.rr.com) <[jhr@hawaii.rr.com](mailto:jhr@hawaii.rr.com)>

Sent: Saturday, June 20, 2020 4:03 PM

To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>

Subject: [EXTERNAL] I Support the Whitmore Village Wahiawa Pedestrian Bridge Project

Aloha Ms Holly Yuen,

I support the Wahiawa Pedestrian Bridge Project. This project is a no brainer. A bridge across the Kiiiki Stream offers the folks of Whitmore Village a safe multimodal choice to access the services and shops in Wahiawa Town without having to ride or walk on Kamehameha Hwy. To be able to get on one's bicycle or walk to town without having to find a parking space or wait in traffic seem to me to be an ideal situation. I can also imagine that this bridge will provide beautiful views and will be a place where folks from all over Oahu will come to see. I know I will. I believe a project like this once completed will prove to be a good investment with many returns in property values on both sides of the stream and most importantly it will enhance the quality of life for the many who will choose to use it.

Best regards,

John Rogers  
Ewa NB #23 Transportation Committee Chair

From: Aida Arik <arik.aida@gmail.com>  
Sent: Monday, June 15, 2020 11:50 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] In support of the Wahiawā Bike/Ped Bridge Project

Aloha Holly,

I'm writing in support of the proposed shared use bicycle/pedestrian path between Whitmore Avenue and Wahiawā Town. I appreciate steps that the State is taking to make our community more pedestrian and bicycle friendly, including creating much-needed connectivity and accessibility between neighborhoods.

Thank you for your work to make our communities safer.

Sincerely,  
Aida

From: Alan Fong <[alscottfong@gmail.com](mailto:alscottfong@gmail.com)>  
Sent: Saturday, June 20, 2020 8:15 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestian/Bicycle Bridge

Aloha Holly Yuen,

I write this email to support the construction of this bridge.

Mahalo,  
Alan Fong

From: A. Au <[raau.1939@gmail.com](mailto:raau.1939@gmail.com)>  
Sent: Saturday, June 20, 2020 1:14 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian bridge

I support the bridge! The Kauai bridge is wonderful and fun and Wahiawa could REALLY make use of it!

Thank you,  
Alisa Au

From: Anita <admhawaii@yahoo.com>  
Sent: Monday, June 22, 2020 12:03 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa Bridge

I support the building of the bridge!  
Anita Di Mauro  
2014 Ualakaa St  
Honolulu 96822

Sent from my iPhone

From: Annette Kakazu <[annettekakazu@gmail.com](mailto:annettekakazu@gmail.com)>  
Sent: Wednesday, June 17, 2020 10:26 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa bridge

We don't want it. And definitely don't need it. Don't we have enough places for homeless to live under...

Why not use the money to build another homeless village, like the one downtown. Where they can get treatment, we have so many that need help getting through life.. The mounds of trash near encampments brings rats to the neighborhood.

Please use the money to help them, not bring the lawlessness into neighborhoods, I live a couple of blocks away, we already have too many breakins. They walk right into the yards and garages take what they want. Please stop the bridge!



SIERRA CLUB OF I-IAWA'I'I  
O'AHU GROUP

**MALML4 I KA HONUA**  
*Cherish the Earth*

Ms Holly Yuen  
Hawaii Dept. of Transportation  
601 Kamokila Blvd, # 688  
Kapolei, HI 96707

Via email: [Holly.Yuen@Hawaii.gov](mailto:Holly.Yuen@Hawaii.gov)

June 21, 2020

Aloha Ms Yuen,

Re: Wahiawa Pedestrian Bridge Project

The Executive Committee of the O'ahu Group of the Sierra Club stands in firm support of the Whitmore Village-to-Wahiawa pedestrian/bicycle shared-use bridge & path project. This project meets several of our top priorities and for that reason we urge you to ensure that it moves forward.

The United Nations Intergovernmental Panel on Climate Change has calculated that we have approximately 20 years to decarbonize the world's economy if we wish to avoid repeated catastrophes of a scale similar to the current COVID pandemic.

To meet that decarbonization target, every community everywhere has an urgent obligation to use every feasible policy tool available to reduce its carbon footprint. One of the most powerful of these policy tools is to plan, design, and build walkable and bikeable communities that minimize the need to drive a car and reduce unsustainable suburban sprawl.

The rewards for making it easier for people to walk and bike go far beyond the reduction in automobile use and the concomitant reduction in greenhouse gas emissions.

Rigorous studies have demonstrated numerous health benefits from getting people out of cars. People who commute by walking and biking have lower rates of obesity, diabetes and heart disease. Communities that make walking easier and more attractive tend to have stronger social bonds, making them more resilient. Seniors unable to drive, can nevertheless maintain vigorous lives if they live in walkable communities. Automobile ownership is expensive, communities that obviate the need to own a car tend to be more affordable.

In the specific instance of this project, we note that once children in Whitmore Village complete elementary school, they are obliged to travel outside the community for schooling. Most of these children go on to middle and high school in Wahiawa. This project would provide them with a safe and healthy means to walk or bike to school.

We also note that the single most significant concern expressed by opponents has to do with the possibility that it would attract the homeless and lead to an increase in crime. No explanation has been offered as to why the homeless would migrate from their current camps near the Kamehameha Highway, so we believe this is an insufficient reason to oppose the project. Moreover, we note that the cheapest of the three routes proposed by HDOT would go right past the front door of the Wahiawa HPD station, which we believe should help address this concern.

For all these reasons we believe this project makes sense and, once again, we urge you to help ensure the project gets built.

Yours truly,

A handwritten signature in black ink that reads "Anthony Aalto". The signature is written in a cursive style with a large initial "A" and "A".

Anthony Aalto  
On behalf of the Executive Committee

From: Anthony J Jacang <[jacanga001@gmail.com](mailto:jacanga001@gmail.com)>  
Sent: Sunday, June 21, 2020 3:52 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Dear Ms. Yuen,

My name is Anthony Jacang and I am writing to let you know that my friends, family and cycling friends are in favor of the Wahiawa Pedestrian Bridge.

Currently the only way to access the North side of Wahiawa to get to Whitmore Village, Helemano, or the North Shore is either via Schofield Barracks or over Karsten Bridge. Doing this by bicycle is hazardous as cyclist will have to take the entire road over the bridge in order for a vehicle not to squeeze the cyclist in the bridge infrastructure.

Building the Wahiawa Pedestrian Bridge will ease cycling traffic and not having cyclists having to enter a dangerous situation just to get to the North side of Karsten bridge. I grew up in Wahiawa and know that this pedestrian bridge will make it safer for all of us by keeping us away from vehicle traffic. I hear that some residents are opposed to the walk bridge because it will invite homeless people to live under the bridge. My thoughts are the benefits of the walk bridge will far out way this issue. The walk bridge will actually encourage the community to walk, run and cycle and bring a better healthy living environment. The walk bridge will also cut vehicle traffic at the same time. The homeless issue is secondary and always can be addressed.

The Wahiawa Pedestrian Bridge is a no brianer. Prease build the bridge without delay.

Anthony (Tony) Jacang  
808 306-1483  
[jacanga001@gmail.com](mailto:jacanga001@gmail.com)

From: Anthony Sedillo <[kmp001@gmail.com](mailto:kmp001@gmail.com)>  
Sent: Tuesday, June 16, 2020 8:26 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Bridge Projects\_Shared use Bikes and Pedestrians

Aloha -

I am writing to urge you to please move forward with the shared use bicycle/pedestrian path and 500ft long non-vehicular bridge between Whitmore Avenue and Wahiawā Town over the Ki'iki'i Stream connecting Whitmore Village with the Wahiawā Town and Transit Center Project.

Any project that helps Oahu become a better safer place to ride a bike and/or walk benefits the health of the island and the people living on it.

Please do all you can to aid this project through.

Mahalo,

--

Anthony P Sedillo  
1225 10th Ave  
Honolulu, HI 96816  
(808) 547-9140

ps: If you have any influence getting the Ala Pono Project (Bridge across the Ala Wai Canal) connecting University Ave to Waikiki - please do all you can to get that project built as well.

Thanks.

From: Anu Hittle <[anuhittle@gmail.com](mailto:anuhittle@gmail.com)>  
Sent: Monday, June 22, 2020 3:51 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] comments in support of Wahiawa pedestrian bridge

Aloha Ms Yuen,

I am writing in my capacity as a private citizen, in strong support of the Wahiawa pedestrian bridge project. Pedestrian and bike capacity is desperately needed in Honolulu, not only for safety, but also for helping to reduce greenhouse gas emissions by encouraging the use of transit-bike-pedestrian modes, and therefore achieving state climate change goals. In addition, encouraging the use of modes other than single occupancy vehicles, speaks directly to equity concerns in Hawaii. By providing fewer mode options, we lock people into an expensive way of life--where many households are forced to buy a car. The pedestrian bridge is an important step in getting us to a more equitable and livable Hawaii.

Thank you for the opportunity to comment.

Sincerely,

Anukriti (Anu) Hittle  
concerned resident of  
Honolulu, HI

From: Ariana <namakalohi77@gmail.com>  
Sent: Monday, June 22, 2020 9:17 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] YES! Please build the Wahiawa Pedestrian Bridge

Dear Ms. Yuen,

The Wahiawa business economy is in a slump and the pedestrian bridge could really make a positive impact on our community. It has been a downfall of Wahiawa and has mitigated the beauty of this location. We want a positive outlook here and building this bridge would not only bring together more people, and put a decrease on ongoing criminal activity, but also give a tremendous amount of positive attention to the effort on making Wahiawa a safer place. Please build the pedestrian bridge and help Wahiawa be more self-sufficient! Thank you for your time and consideration.

Sincerely,

A concerned citizen.

Sent from my iPhone

From: Ariana <namakalohi77@gmail.com>  
Sent: Monday, June 22, 2020 9:17 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] YES! Please build the Wahiawa Pedestrian Bridge

Dear Ms. Yuen,

The Wahiawa business economy is in a slump and the pedestrian bridge could really make a positive impact on our community. It has been a downfall of Wahiawa and has mitigated the beauty of this location. We want a positive outlook here and building this bridge would not only bring together more people, and put a decrease on ongoing criminal activity, but also give a tremendous amount of positive attention to the effort on making Wahiawa a safer place. Please build the pedestrian bridge and help Wahiawa be more self-sufficient! Thank you for your time and consideration.

Sincerely,

A concerned citizen.

Sent from my iPhone

From: Arlene and Eddie Ramos <[aherreraramos@yahoo.com](mailto:aherreraramos@yahoo.com)>  
Sent: Monday, June 22, 2020 9:12 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Pedestrian Bridge

Im a lifetime resident of Whitmore Village & it breaks my heart thinking of a pedestrian bridge. Granted we have only one way in & out of Whitmore but it makes more sense to build an automobile bridge which I know will have more traffic than a pedestrian bridge.  
Some Wahiawa residents are for the bridge....WHAT FOR & WHY??? Will they be walking to Whitmore to eat at our one restaurant or shop at our meager market?  
I am totally against the pedestrian bridge & I pray that the majority Whitmore residents feel the same.  
Thank you for reading my input.

[Sent from Yahoo Mail on Android](#)

From: Arlene McCormack <arlene@hawaii.rr.com>  
Sent: Monday, June 22, 2020 1:39 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] In Support of Wahiawa Pedestrian Bridge

Aloha, my husband and I are long time residents of Wahiawa (since 1985) and we are in FULL support of the bridge.  
Mahalo, Arlene & Richard McCormack

Sent from my iPad

From: Banner Fanene <[banner4senate@gmail.com](mailto:banner4senate@gmail.com)>  
Sent: Monday, June 22, 2020 12:22 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: Banner Fanene <[banner\\_fanene@yahoo.com](mailto:banner_fanene@yahoo.com)>  
Subject: [EXTERNAL] Pedestrian Bridge - Wahiawa

ALOHA -

I do not support the Wahiawa Pedestrian Bridge.

As a physically disabled person who relies heavily on my Electric Scooter, I initially was in favor of the Bridge.

However,

1. because of the overwhelming community outcry against the Bridge &
2. because Kam Hwy connecting Wahiawa to Whitmore Village will be improved this year

I ask that you please listen to our Communities overwhelming opposition to the Bridge and NOT build it.

I fully understand that should the Bridge not be built, the appropriation would not be re-directed to other infrastructure needs of our Community.

Mahalo,  
Banner S Fanene  
329 California Ave Apt 407  
Wahiawa, HI. 96786

From: BENJAMIN BESS <buddybess@me.com>  
Sent: Sunday, June 21, 2020 1:57 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiwa pedestrian bridge

Aloha Holly Yuen

As a father with 3 grown children grandfather of 4 who are learning to ride the safety factor of having dedicated walking and cycling paths, bridges are critical for a healthier, greener, decentralized and Oahu.

I strongly support the approval and funding for the Wahiawa bridge.

Our Keiki and Kupuna especially thank you

Buddy Bess

Sent from my iPhone

From: Bernard Doria <[bdbdoria@gmail.com](mailto:bdbdoria@gmail.com)>  
Sent: Saturday, June 20, 2020 1:38 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa bike bridge

Aloha Holly Yuen,

I live in Ewa Beach and I often bike to green world coffee farms on the weekends through Wahiawa. I support the bike bridge and would like to see the project move forward. I trust you will do the right thing and make it happen. Thank you for your time.

Best regards,

Bernard Doria  
Former bicycle racer and avid cyclist

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From: [bevharbin@808-591-0000.com](mailto:bevharbin@808-591-0000.com) <[bevharbin@808-591-0000.com](mailto:bevharbin@808-591-0000.com)>  
Sent: Monday, June 22, 2020 2:46 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: Bev Harbin ([bharbin@wahiawahealth.com](mailto:bharbin@wahiawahealth.com)) <[bharbin@wahiawahealth.com](mailto:bharbin@wahiawahealth.com)>  
Subject: [EXTERNAL] testimony in support of the Wahiawa Pedestrian bridge

Aloha

As an individual that works and lives in Wahiawa I see great opportunities for safety to the population of Wahiawa and Whitmore Village. Wahiawa is a town that is proud of its walkways and it is enjoyable to see young and old walking in the mornings and evenings. Wahiawa is also a Blue Zone and healthy living is having opportunities to walk and enjoy the clean air and outdoors as part of the healthy lifestyles. This pedestrian bridge will give the residents of Wahiawa more opportunities to see the country and areas that we are unable to see without walkways.

Please approve this draft EA

Bev Harbin  
Cell: 808-591-0000  
Text: 808-343-4509

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From: bill and heidi wise <[waiiii@hotmail.com](mailto:waiiii@hotmail.com)>  
Sent: Friday, June 19, 2020 11:58 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Fw: Wahiawa Footbridge

Holly Yuen,

My name is Bill Wise. I am forwarding an email sent to Jeanne Ishikawa of the Wahiawa Neighborhood Board. I support the construction of the Wahiawa footbridge for the reasons outlined in this email. Mahalo for all your department does for us here in Hawaii.

Bill

Waiiii Farms  
346 Circle Mauka Pl.  
Wahiawa, HI 96786  
808-342-4756  
808-342-1958

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From: bill and heidi wise  
Sent: Friday, June 19, 2020 11:52 AM  
To: [jeannenb26@yahoo.com](mailto:jeannenb26@yahoo.com) <[jeannenb26@yahoo.com](mailto:jeannenb26@yahoo.com)>  
Subject: Wahiawa Footbridge

Aloha Jeanne,  
My name is Bill Wise and I recently attended the Neighborhood Board meeting on June 15. Thank you for your firm leadership and your patience regarding listening to all sides of the Wahiawa footbridge issue. After hearing the passionate testimony of those opposed to the

construction of the bridge, I am now able to see the legitimate argument for not building the bridge - especially regarding the safety concerns. But - I am a farmer in Whitmore Village. There are also affirmative points to be made for the construction of the bridge. Especially important is the possible implementing of an agricultural hub in Central O'ahu. Farmers would be able to create jobs for their employees. Whitmore would be the center of agriculture - where farmers could bring their crops to be washed, sorted, weighed and transported to retailers and vendors across the island. The bridge will allow potential employees from Wahiawa to easily access jobs in Whitmore. People would no longer have to use Kamehameha Hwy. for pedestrian access to Whitmore. A bridge located near the large Wahiawa bus terminal would allow local people from anywhere on O'ahu an opportunity to purchase fresh fruit and vegetables from a local source. Also, farming has always been a job of dignity. It is our hope that young people would be attracted to such a vocation. Here, in Hawaii. Here, in Wahiawa.  
Jeanne, Mahalo for your time and concern.  
Aloha, Bill

Waihii Farms  
346 Circle Mauka Pl.  
Wahiawa, HI 96786  
808-342-4756  
808-342-1958

From: Bob Bengtson <bengtsonb001@gmail.com>  
Sent: Monday, June 22, 2020 1:20 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Dear Ms. Yuen,

I support the funding and construction of a pedestrian bridge to provide a safe pathway between Whitmore Village and Wahiawa Town. The current route on the Kamehameha Highway bridge is very dangerous for pedestrians and bicyclists. A new pedestrian bridge will provide safe access to public transportation, shopping and schools.

This project has been needed for many years and it's time to support our outlying communities.

Aloha,

Bob Bengtson

Sent from my iPhone

From: Brian Clarke <[briancsrun@aol.com](mailto:briancsrun@aol.com)>  
Sent: Monday, June 22, 2020 12:51 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Supporting the Bridge

Read the article in the paper this morning. I support the building of the bridge. Thank you, Holly. Aloha, Brian Clarke, Maunalani Heights.

From: Brian "Hawaiian" <[bamoriki@aol.com](mailto:bamoriki@aol.com)>  
Sent: Monday, June 15, 2020 1:11 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawā Bike/Ped Bridge Project

Aloha Holly,

As a concerned citizen, I would like to express my desire that the Wahiawa Bike/Ped Bridge Project should go forward as planned by HDOT.

All of Oahu is in need of pedestrian and bicycling infrastructure. The Wahiawa Bike/Ped Bridge is just a small step it making it sustainable in the Wahiawa area. Similarly, I hope your group is also working on making sure the Leeward bike path to Kapolei is going to be completed in 2020. With the COVID situation, more citizens are taking to bicycles and run/walking to get exercise or afford to go to work/school.

I hope you will support this effort and get this project moving.

Mahalo,

Brian A. Moriki

From: Bridget Velasco <[mauibridge@gmail.com](mailto:mauibridge@gmail.com)>  
Sent: Sunday, June 21, 2020 6:13 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa shared use path- yes!

Aloha Holly-

Thank you for advocating for the Waiahawa bike/ pedestrian etc non vehicle path. I am excited to hear this is coming to fruition!

Although I moved back to my home island of Maui last year, I know the people of Oahu will make great use of this community asset.

This path will set an example of the ways the community can be healthy and safe.

Mahalo for your work!

Aloha, Bridget Kaumeheiwa Velasco

808-446-6382

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Sent from Gmail Mobile

From: Carl Takamura <ctakamura@aol.com>  
Sent: Saturday, June 20, 2020 12:56 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa bridge

I support the proposed Wahiawa Pedestrian and bike bridge because it will provide a safer and more environmentally friendly way for people to get around

Carl Takamura

Sent from my iPhone

From: Carole Komura [mailto:ckomura808@gmail.com]  
Sent: Sunday, June 21, 2020 6:54 PM  
To: Holly.Yuen@hawaii.gov  
Cc: Nishioka, Todd S. <Todd.Nishioka@wsp.com>  
Subject: Wahiawa Pedestrian Bridge - Draft EA (AFNSI)

Dear Holly, Todd

I am a 3rd generation Wahiawa-ian, born, raised on Koa Street and 100% opposed to the building of the Wahiawa Pedestrian Bridge !

There's too many cons, no pros for this project:

1. It will become a haven for vagrants, homeless, drug dealers, prostitutes, etc.!
2. These non-resident people will spread out into the residential neighborhoods, destroying properties, causing havoc!
3. We will not use the bridge or feel safe to use the bridge!
4. We will be afraid to walk in our own neighborhoods and not feel safe in our own homes!
5. Values of our properties will decline!

WHY WHY WHY would you build a bridge into our quiet, residential neighborhood ??? It's as if you're building a highway right next to my bedroom!! Is that what you would want in your front yard???

WASTE OF MONEY! STOP DESTROYING THE A'INA!!

NO BUILD!! NO WAY!!

Carole Komura

From: Catharine Lo Griffin <catharine.lo@gmail.com>  
Sent: Saturday, June 20, 2020 1:38 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] support for Wahiawa Pedestrian Bridge Project

Aloha Ms. Yuen,

I am writing to express my SUPPORT for the proposed Wahiawa Pedestrian Bridge that will make it safer for pedestrians and cyclists to travel between Whitmore and Wahiawa.

Mahalo,

Catharine Lo  
Waialua resident  
808-782-3733

From: Chad Taniguchi <[chad@hbl.org](mailto:chad@hbl.org)>  
Sent: Monday, June 22, 2020 4:24 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: Lori McCarney <[lori@hbl.org](mailto:lori@hbl.org)>  
Subject: [EXTERNAL] Hawaii Bicycling League supports Wahiawa Ped Bridge

I will send longer one later, but wanted to get this in before 430 if there is a deadline before midnight.

Imagine Safe Streets

Chad Taniguchi

cell 808 255 8271

Everyone has the right to be safe on Hawaii's roads.

[Mamalahoe Kanawai](#), Kamehameha's [Law of the Splintered Paddle](#) 1797, Hawaii constitution 1978

From: charles sexton <[charles.sexton@gmail.com](mailto:charles.sexton@gmail.com)>  
Sent: Monday, June 15, 2020 11:50 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa bike/ped bridge

Dear Ms Yuen:

As a resident of Honolulu, I am very much in favor of all possible bike/ped improvements that we as a community have made and can keep making. I do hope that the HDOT will proceed with the planned Wahiawa bike/ped bridge and keep going from there!

Mahalo,

Charles Sexton

From: Chelsea Stillman <[chelseastillman@yahoo.com](mailto:chelseastillman@yahoo.com)>

Sent: Monday, June 22, 2020 3:26 PM

To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>

Subject: [EXTERNAL] Pedestrian Bridge in Wahiawa

To whom and all this may concern,

I disagree to the bridge being built. I feel not only will it be a burden that will not be kept up with, but it will also allow those to litter and desecrate the serenity of the area. We do not have many areas left on the island that are untouched, I feel it is our duty to keep it the way it is. Fix the existing roads and sidewalks first and foremost.

Your attention is appreciated!

Chelsea Stillman

---

From: Cheryl Soon <[csoon@ssfm.com](mailto:csoon@ssfm.com)>  
Sent: Saturday, June 20, 2020 4:22 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Bike Path

TO whom it may concern,

I was the lead author of the Central Oahu Transportation Study.  
This is an extremely beneficial project for the community, one of the top projects we looked into.  
It will provide both transportation, health and recreation benefits.

Please build the bike path.

Aloha,  
Cheryl Soon

Cheryl D. Soon, Ph.D. , FAICP | Transportation Practice Leader



**Innovate | Adapt | Sustain**

501 Sumner Street, Suite 620 | Honolulu, Hawaii 96817  
T 808.531.1308 | D 808.356.1268 | F 855.329.7736  
[csoon@ssfm.com](mailto:csoon@ssfm.com) | [www.ssfm.com](http://www.ssfm.com)

[Commitment To Resilience](#)

From: Chocobunny Ears <[chocobunnyears@gmail.com](mailto:chocobunnyears@gmail.com)>  
Sent: Monday, June 15, 2020 12:02 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] support for Wahiawa Pedestrian Bridge

Dear Ms. Yuen,

I'm writing to ask that the Wahiawa Pedestrian Bridge be built. As a family physician, I believe it'll really help folks walk/bike instead of drive around. The pedestrian bridge will help people keep healthy, and this is so important as we deal with COVID-19.

From: Chris Antonio <[chrantonio@gmail.com](mailto:chrantonio@gmail.com)>  
Sent: Monday, June 22, 2020 8:20 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge Support

Aloha Holly Yuen,

I am writing in support of the proposed Wahiawa Pedestrian Bridge. This brings a much safer and accessible walking and bike path between Whitmore and Wahiawa town center. The only route available requires us to walk/bike along Kamehameha Hwy and is very dangerous due to reckless, inattentive drivers, especially when conditions are dark or wet. Please consider my email as local support for the Wahiawa Pedestrian Bridge.

Thank you,  
Chris Antonio

1102 Ehoeho Ave  
Wahiawa, HI 96786

From: Christine Watanabe <[nomoregrays@gmail.com](mailto:nomoregrays@gmail.com)>  
Sent: Monday, June 22, 2020 6:36 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Comments of Pedestrian Bridge in Wahiawa

Aloha Holly,

Please let the Governor know that as a Wahiawa girl born and raised, I am vehemently opposed to a pedestrian bridge into Wahiawa. What is needed more than that bridge is another way into and out of Wahiawa for vehicular traffic.

Having been stuck in traffic because of one of the bridges being closed, I understand that two bridges is not enough access into Wahiawa.

Mahalo,

Chris

\*\_\*\_\*

If at first you \*do\* succeed, try not to look surprised.  
Chris Watanabe, Latte & Kaipo the Siamese

From: Christopher Tipton <[catipton@gmail.com](mailto:catipton@gmail.com)>  
Sent: Monday, June 15, 2020 11:53 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>; DOT ADMIN DOTPAO <[DOTPAO@hawaii.gov](mailto:DOTPAO@hawaii.gov)>  
Subject: [EXTERNAL] Support for Wahiawa Bike/Ped Bridge

Aloha Holly Yuen & HDOT,

I write to you to voice my support for the construction of the shared-use bicycle/pedestrian path and bridge between Whitmore Avenue and Wahiawa Town over the Ki'iki'i Stream. The alternative of walking or biking along Kamehameha Highway is far too dangerous.

Regards,

Chris Tipton

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From: Yuen, Holly <holly.yuen@hawaii.gov>  
Sent: Monday, June 15, 2020 11:07 AM  
To: Adams, Rachel <Rachel.Adams@wsp.com>  
Subject: Wahiawa Ped Bridge

Phone call from Colleen Soares supporting the bridge.

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From: Craig Thomas <[craig@hepa.net](mailto:craig@hepa.net)>  
Sent: Monday, June 15, 2020 1:02 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian/Bicycle Bridge

I am a bicycle commuter who works in the Wahiawa General Hospital Emergency Department.

I strongly support the dedicated bridge to allow bicyclist to bypass the Thott Bridge a dangerous bike route.

Call me at 808-226-1048 if you'd like to discuss.

Craig Thomas

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From: Noisy Girl <[noisy\\_girl@hotmail.com](mailto:noisy_girl@hotmail.com)>  
Sent: Monday, June 15, 2020 6:09 PM  
To: [holy.yuen@hawaii.gov](mailto:holy.yuen@hawaii.gov)  
Subject: [EXTERNAL] I want the Wahiawā Pedestrian Bridge built!

I have a co-worker, another cyclist who is waiting desperately for that to be built to make her commute less dangerous.

Mahalo,  
Cynthia Frazer

From: Cynthia Shizuma <shizumag001@hawaii.rr.com>  
Sent: Monday, June 22, 2020 2:47 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Aloha,

I am submitting this email to show support for the Wahiawa Pedestrian Bridge.  
Please vote to provide safe walking and bicycling access for the community.  
Thank you,  
Cynthia Shizuma

From: Dabney Gough <[dabney.gough@gmail.com](mailto:dabney.gough@gmail.com)>  
Sent: Monday, June 15, 2020 11:50 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] In support of Wahiawa Pedestrian Bridge

Aloha Holly,

I'm writing in support of the Wahiawa Pedestrian Bridge - something that will make biking and walking much safer for everyone. It's so important to ensure easy and safe access between the residential and employment/education zones of Wahiawa.

Thank you for your time.  
Dabney Gough  
HBL member and volunteer

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From: Oxiles, Dana <[dana.oxiles@honolulu.gov](mailto:dana.oxiles@honolulu.gov)>  
Sent: Monday, June 15, 2020 12:39 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Please Build the Wahiawā Pedestrian Bridge!

Dear Holly,

Hi my name is Dana, a former employee of the Hawaii Bicycling League and current City employee.

Please continue with plans to build the Wahiawā Pedestrian Bridge. Any alternative transportation options benefit our communities and island at large. For health, safety, recreation and in times of emergency, alternate routes offer support and means of passage.

Aloha,  
Dana

Dana K. Oxiles  
City & County of Honolulu  
Department of Human Resources  
Phone (808) 768-8520

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From: Dohm, Diane A <[diane.a.dohm@hawaii.gov](mailto:diane.a.dohm@hawaii.gov)>  
Sent: Tuesday, June 16, 2020 1:49 PM  
To: [daniel.alexander@honolulu.gov](mailto:daniel.alexander@honolulu.gov); Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: Re: Wahiawa bridge

Hi, Daniel:

Thank you for your email. I included Holly Yuen on this email since she is managing this project. If you have any further questions or comments, feel free to contact Holly.

Be well,  
~Diane

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From: Alexander, Daniel <[daniel.alexander@honolulu.gov](mailto:daniel.alexander@honolulu.gov)>  
Sent: Tuesday, June 16, 2020 12:49 PM  
To: Dohm, Diane A <[diane.a.dohm@hawaii.gov](mailto:diane.a.dohm@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa bridge

Hey Diane,

Not sure if you're involved in the Wahiawa bridge project. On the project maps the connection to the transit center is highlighted. I'd suggest also prioritizing the connection to Wahiawa Middle and Leilehua High – which would support the Koa St alternative. At ~1.5 miles away and with Whitmore Village being a high poverty community I imagine there will be some walking/biking to the schools.

If you selected a preferred alternative in time, I'd like to include the connecting street in the Pedestrian Priority Network for the Ped Plan.

Thanks,  
Daniel

Daniel Alexander  
Vision Zero Coordinator



Dept. of Transportation Services | City & County of Honolulu  
(808) 768-6652 | [daniel.alexander@honolulu.gov](mailto:daniel.alexander@honolulu.gov)  
[www.honolulu.gov/dts](http://www.honolulu.gov/dts)

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From: Dan Nakasone <[ad-venture@hawaii.rr.com](mailto:ad-venture@hawaii.rr.com)>  
Sent: Sunday, June 21, 2020 7:56 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Aloha Ms. Yuen,

I'm a lifelong Wahiawa resident and there is merit to the proposed bridge but it's very clear that this is not the right time.

The state is in a dire budget situation and it will need every cent it can muster to help our most vulnerable residents. It will be wise to put this project on hold.

Dan Nakasone

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From: dmanago <[daphne.manago@hawaiiantel.net](mailto:daphne.manago@hawaiiantel.net)>  
Sent: Friday, June 19, 2020 3:43 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL]

Dear Holly,

My name is Daphne Manago and I would like to see the Wahiawa Bike/Pedestrian Bridge built. Although I don't live in Wahiawa, I want all cyclists/pedestrians to feel safe on our roads.

Hawaii has the best weather to be outdoors for and we need to start making Hawaii a safe place for all cyclists and pedestrians. My son was killed while riding his bike and his dream was for Hawaii to be a more bike friendly state and I would like to see his vision become reality.

Aloha,  
Daphne Manago

Sent from [Mail](#) for Windows 10

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From: dehurley <[dehurley@aol.com](mailto:dehurley@aol.com)>  
Sent: Sunday, June 21, 2020 11:42 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support for Wahiawa pedestrian bridge

I support the Wahiawa pedestrian Bridge to make Whitmore and Wahiawa safe for people who walk and bike to school, shopping, recreation. Hawaii needs more foot and bicycle trails!  
Aloha,  
Dave Hurley

From: David Seeholzer <[sheandhese@gmail.com](mailto:sheandhese@gmail.com)>  
Sent: Monday, June 15, 2020 6:02 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa/Whitmore Pedestrian Bridge

Aloha Holly,

I was unable to attend the Neighborhood Board meeting last night to support the Pedestrian Bridge between Wahiawa and Whitmore as I can no longer safely drive after dark and am also avoiding congregating.

I am very supportive of the Pedestrian Bridge as I believe it brings the two communities together in a way that the founders could have imagined. I am also encouraged by the recent attention to Wahiawa as a community center and am hopeful that this project will be the first of many to restore Wahiawa to its deserved significance in central Oahu.

This project also helps promote the healthful activities of walking and biking which I believe will be part of our new normal of community behavior. Projects like this tend to force the citizens to consider changing their personal habits regarding health and wellness to the benefit of all. More walking and biking to shop and to attend high school classes and to make use of the civic facilities in Wahiawa is something the whole Wahiawa/Whitmore community should support.

Dave Seeholzer

Chairman of the Board, Wahiawa General Hospital

Wahiawa Rainbow Seniors, Past President

From: David Forman <[forman004@yahoo.com](mailto:forman004@yahoo.com)>  
Sent: Monday, June 22, 2020 12:28 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support for Wahiawa Pedestrian Bridge Project

Holly Yuen  
Project Manager  
Department of Transportation, Highways Division  
601 Kamokila Boulevard, #688  
Kapolei, HI 96707

Dear Ms. Yuen & other Department of Transportation officials,

I support construction of the shared use pedestrian/bicycle facility including a bridge over Kiikii Stream, connecting Whitmore Village and Wahiawa Town consistent with applicable regional and community plans. Investment in public infrastructure to encourage non-motor vehicle transportation (both pedestrian and bicycle ridership) is sorely needed throughout Hawai'i.

To date, I have only traveled in those two areas via automobile to date (largely due to safety considerations), but definitely plan to take advantage of the facility after it is completed.

Sincerely,  
David M. Forman  
Honolulu, HI 96816

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From: Nelson, David M CIV USN NAVIOPCOM OAHU HI (US) <[david.m.nelson2@navy.mil](mailto:david.m.nelson2@navy.mil)>  
Sent: Wednesday, July 01, 2020 1:55 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] FW: access to Wahiawa Pedestrian Bridge draft EA

I could not believe the idea that they wanted to build something 12' wide and costing \$13.5 MILLION. Somebody must be crazy. Don't they pay any attention to public opinion?? Please forward this up your "chain of command" and at least put the project on hold!

The idea that money was already "allocated" or "earmarked" for this project means nothing. They want to spend our tax money on a project that would serve at best a few people every day, and you should do some math to compare the total population of Whitmore Village with that amount of expense. Does anybody ever do cost/benefit analyses in the State gov't?? PLEASE get this project stopped.

What do you think of the Whitmore Wagon idea??

V/R,  
David M. Nelson  
NCTAMS/NIOC/NSA/CSS HAWAII  
PHONE 808-653-0013

---

From: Nelson, David M CIV USN NAVIOPCOM OAHU HI (US)  
Sent: Thursday, June 18, 2020 10:35 AM

To: 'Rep. Amy A. Perruso' <[repperruso@capitol.hawaii.gov](mailto:repperruso@capitol.hawaii.gov)>  
Subject: RE: access to Wahiawa Pedestrian Bridge draft EA

I wish they would reconsider, because that is a huge amount of money and I am sure you would find the dollars per person using it would in NO WAY justify that expense. Maybe they should think about improving the pathway uphill from the Karsten-Thot bridge into Wahiawa – ending at Tamura’s driveway. That path could definitely use some help.

The Whitmore Wagon would serve the same purpose and it would take a century to cost what the bridge would.... I hope they will consider that alternative. Do we complain to the Governor if HDOT decides to continue with the bridge??

DAVID M. NELSON  
NCTAMS/NIOC/NSA/CSS HAWAII  
PHONE 808-653-0013

---

From: Rep. Amy A. Perruso <[repperruso@capitol.hawaii.gov](mailto:repperruso@capitol.hawaii.gov)>  
Sent: Thursday, June 18, 2020 10:03 AM  
To: Nelson, David M CIV USN NAVIOPCOM OAHU HI (US) <[david.m.nelson2@navy.mil](mailto:david.m.nelson2@navy.mil)>  
Subject: [Non-DoD Source] Re: access to Wahiawa Pedestrian Bridge draft EA

THAT’s a great idea.

Monday’s meeting involved very intense conversations about the bridge. Turns out there were all kinds of problems with the survey – both in terms of data collection and analysis.

But I got the sense that HDOT will move forward with the bridge - the Deputy Director said something to that effect at the meeting.

---

From: "Nelson, David M CIV USN NAVIOPCOM OAHU HI (US)" <[david.m.nelson2@navy.mil](mailto:david.m.nelson2@navy.mil)>  
Date: Thursday, June 18, 2020 at 9:21 AM  
To: "Rep. Amy A. Perruso" <[repperruso@capitol.hawaii.gov](mailto:repperruso@capitol.hawaii.gov)>  
Cc: "[sendelacruz@capitol.hawaii.gov](mailto:sendelacruz@capitol.hawaii.gov)" <[sendelacruz@capitol.hawaii.gov](mailto:sendelacruz@capitol.hawaii.gov)>  
Subject: RE: access to Wahiawa Pedestrian Bridge draft EA

I hope the community meeting on Monday helped persuade our Gov’t reps to cancel the idea – did they ever do a study to find out how many would use it??

Speaking of doing a study – what about the idea of a dedicated van that would shuttle people a couple times/day. You could call it the “Whitmore Wagon” and I think people may like that idea – maybe one trip at noon and another around 6pm.

You could find out if DAGS could provide an old 9-passenger van,

or even investigate military surplus (no need to Buy a new van!!)  
Paying a driver to do that would be a much more feasible option!!!  
What do you think of the Whitmore Wagon idea???

DAVID M. NELSON  
NCTAMS/NIOC/NSA/CSS HAWAII  
PHONE 808-653-0013

---

From: Nelson, David M CIV USN NAVIOPCOM OAHU HI (US)  
Sent: Thursday, May 28, 2020 10:18 AM  
To: 'Rep. Amy A. Perruso' <[repperruso@capitol.hawaii.gov](mailto:repperruso@capitol.hawaii.gov)>  
Subject: RE: access to Wahiawa Pedestrian Bridge draft EA

I liked the idea, but thought it would be like the pictures I sent to Holly Yuen.  
I did not think it had to be 500 feet long, and it DEFINITELY does not to be  
12' wide – that is a lane on the freeway!! If they have to spend more than  
1 or 2 hundred thousand dollars, forget it.  
Thanks!

DAVID M. NELSON  
NIOC HAWAII TRAVEL ASSISTANT  
PHONE 808-653-0013  
TRAVEL SHAREPOINT SITE:  
<https://no-click.mil/?https://usff.navy.deps.mil/sites/nioch/N8/CommandTravel/Pages/default.aspx>

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From: Rep. Amy A. Perruso <[repperruso@capitol.hawaii.gov](mailto:repperruso@capitol.hawaii.gov)>  
Sent: Thursday, May 28, 2020 10:10 AM  
To: Nelson, David M CIV USN NAVIOPCOM OAHU HI (US) <[david.m.nelson2@navy.mil](mailto:david.m.nelson2@navy.mil)>  
Subject: [Non-DoD Source] Re: access to Wahiawa Pedestrian Bridge draft EA

Thank you so much for bringing this to my attention!  
I have been calling their offices every few days, because the Director promised to have a community conversation, and I  
was never informed that the draft EA was out.

I will definitely keep you informed of next steps – I tend to post all information on my Facebook (not sure if you are on  
social media), and will be streaming that town with Sniffen on Facebook Live, when it happens.

Mahalo,

Amy

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From: "Nelson, David M CIV USN NAVIOPCOM OAHU HI (US)" <[david.m.nelson2@navy.mil](mailto:david.m.nelson2@navy.mil)>  
Date: Thursday, May 28, 2020 at 10:00 AM  
To: "[repperruso@capitol.hawaii.gov](mailto:repperruso@capitol.hawaii.gov)" <[repperruso@capitol.hawaii.gov](mailto:repperruso@capitol.hawaii.gov)>  
Subject: FW: access to Wahiawa Pedestrian Bridge draft EA

I sent an email to Holly Yuen in early March after getting card in the mail about the project.

I told her the idea was good, BUT it should NOT be an expensive project.  
I sent her the attached photos of other bridges that could do the job and would be very nice.

However, she indicated that their idea was more of a physical structure,  
and I indicated disagreement with that. Now I see the project is planned  
to be 12' wide!!!! Are they kidding???? Maybe there are no other footbridges  
in Hawaii like those I sent. Also, all the comments from the public meeting  
seemed to say NO GO. Can we do anything to change their mind on this???  
I hope you can help, since have a voice in gov't! Cancel this project!!  
Besides, \$13 million is a ridiculous amount to spend for a pedestrian bridge!

THANKS!

DAVID M. NELSON  
Wahiwa resident, NCTAMS worker  
PHONE 808-653-0013

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From: HI Office of Environmental Quality Control <[HIOfficeofEnvironmentalQ@doh.hawaii.gov](mailto:HIOfficeofEnvironmentalQ@doh.hawaii.gov)>  
Sent: Thursday, May 28, 2020 8:23 AM  
To: Nelson, David M CIV USN NAVIOPCOM OAHU HI (US) <[david.m.nelson2@navy.mil](mailto:david.m.nelson2@navy.mil)>  
Subject: [Non-DoD Source] access to Wahiawa Pedestrian Bridge draft EA

Hi David,

Was the Draft EA not available at the following URL? (I did not convert this into a hyperlink, as I understand links and attachments can get hung in .mil email addresses.?)

[https://no-click.mil/?http://oeqc2.doh.hawaii.gov/Doc\\_Library/2020-05-23-OA-DEA-Wahiawa-Pedestrian-Bridge.pdf](https://no-click.mil/?http://oeqc2.doh.hawaii.gov/Doc_Library/2020-05-23-OA-DEA-Wahiawa-Pedestrian-Bridge.pdf)

Creative use of our online platform to submit a question!!

Sincerely,

Tom Eisen, Planner  
Office of Environmental Quality Control  
State of Hawai'i  
(808) 586-4185

NOTE: OEQC's primary role is to facilitate Hawai'i's environmental review process by providing relevant advice to agencies, applicants, consultants and the public. OEQC is not authorized to make determinations on Environmental Assessments, Environmental Impact Statements or exemptions. Pursuant to Chapter 343, Hawai'i Revised Statutes, all such determinations are made by appropriate State or county agencies, county Mayors or the Governor.

From: DYoung <[dyoung.808@gmail.com](mailto:dyoung.808@gmail.com)>  
Sent: Sunday, June 21, 2020 9:58 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support for the Wahiawa Pedestrian Bridge

Hi Holly,

I am in support of this bridge as there needs to be more access to safe pathways within the community. Separate pathways for walking, running, cycling and such in neighborhoods adds tremendous value to that community. Our older communities need more support to add value and safety with projects like this. Newer neighborhoods like Eva, Waikele and Kunia have paths built into their master plan that adds so much value that allows people to stay in their neighborhoods and get exercise or commute safely. This also helps to reduce additional cars on the road too.

--

Thanks,

David

From: Dean Masai <[deanm2030@gmail.com](mailto:deanm2030@gmail.com)>

Sent: Monday, June 22, 2020 12:09 PM

To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>

Subject: [EXTERNAL] Fwd: By Monday 6/22 please take 1 minute to email support for Wahiawa Pedestrian (and bike) Bridge

Aloha, Ms. Yuen,

I support the Wahiawa Pedestrian Bridge:

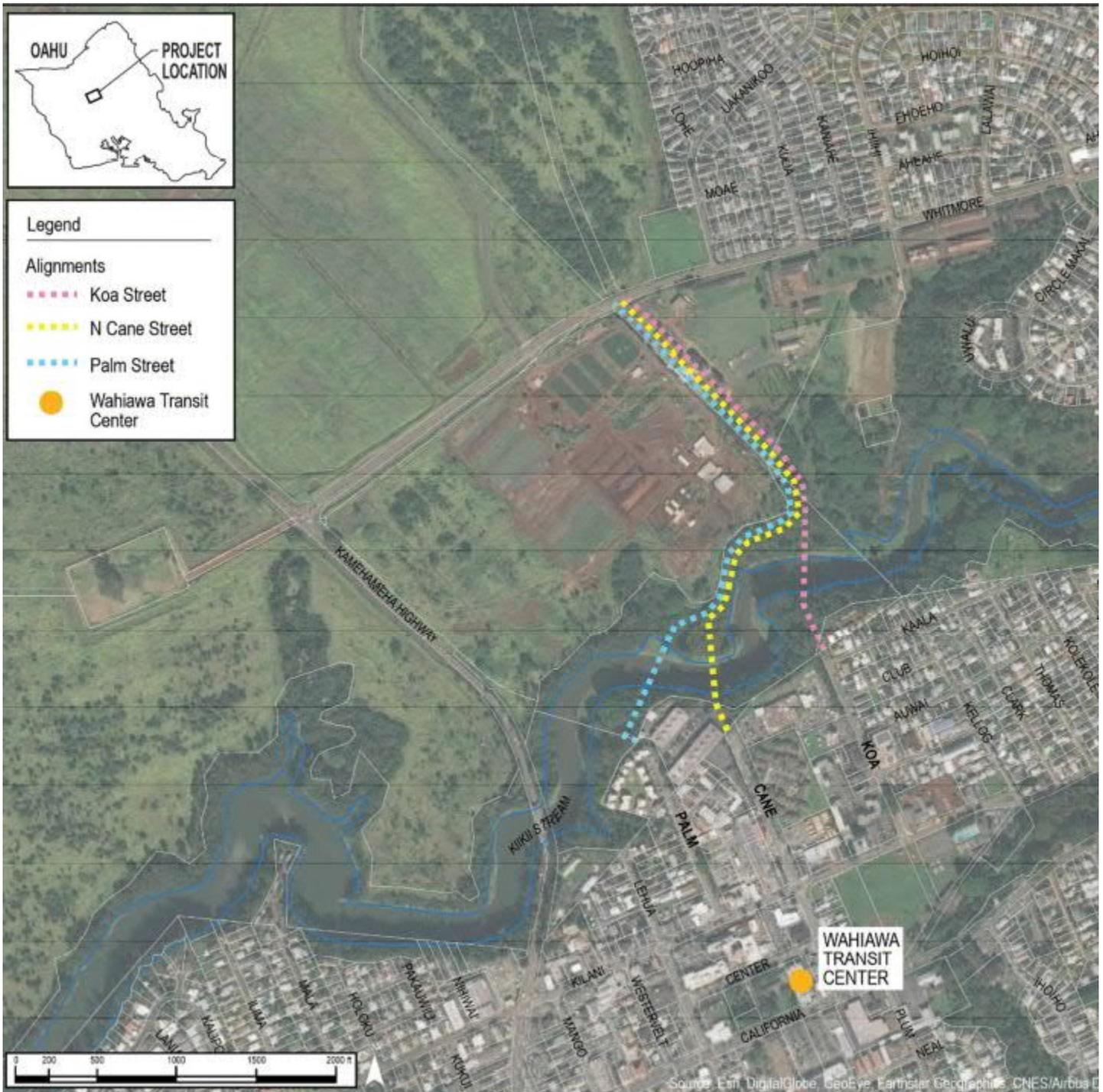
- \$13 million in funding now after 26 years of community asking
- to make Whitmore/Wahiawa safe for people who walk and bike to school, shopping, recreation
- preferred Cane St. route ends at Wahiawa Police Station for security
- close to Wahiawa Transit Center for public transportation convenience
- current Kamehameha Hwy route is dangerous to walk or bike

This request is supported by local residents and organizations

- Wahiawa Community & Business Association (letter attached)
- DOE for safe access for school children to and from schools
- Leilehua HS Alumni Association
- Wahiawa Community Based Development Organization
- other organizations and residents who have supported this bridge for a long time
- Hawaii Bicycling League
- Sierra Club of Hawaii
- needs YOUR support to happen!

## Wahiawa Pedestrian Bridge Project: Whitmore Village to Wahiawa Transit Center

- HDOT is proposing a 500-foot shared use path (non-vehicular bridge), access for people who walk and bike, between Whitmore Avenue and Wahiawa Town/Transit Center over the Kiikii Stream.
- The concept has been proposed since 1994. Now 26 years later it has funding and is ready to be built! We need your support to make it happen!
- The [Draft Environmental Assessment](#) was published on May 23, 2020 and requires all comments by June 22, 2020.
- This is part of an overall plan to make Oahu safe for pedestrian, bicycle and family-friendly travel. A healthy neighborhood and community. [Central Oahu Transportation Study](#). See [Wahiawa Pedestrian Bridge](#).



From: [dmisae@aol.com](mailto:dmisae@aol.com) <[dmisae@aol.com](mailto:dmisae@aol.com)>

Sent: Saturday, June 20, 2020 1:57 PM

To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>

Subject: [EXTERNAL] Support for Bridge Connecting Whitmore Village and Wahiawa

Hi Holly,

As someone who grew up in Whitmore Village, I am totally supportive of the proposed pedestrian bridge that would connect Whitmore Village and Wahiawa. When I was growing up, there was no way that my parents would allow us to walk down Whitmore Avenue and Kamehameha Highway to get to Wahiawa. It was much too dangerous back then (60+ years ago), and is much more dangerous today! Please build the bridge which will not only provide connectivity between two communities, but also opportunities for people to walk and bike safely for health and recreational purposes.

Thank you,

Debbie Luning  
2825 South King Street  
Honolulu, HI 96826

From: Devin Oishi <[devinoishi@yahoo.com](mailto:devinoishi@yahoo.com)>  
Sent: Monday, June 22, 2020 1:27 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] bridge in Whitmore

Dear Holly,

I would like to express support for the bridge in Whitmore village to make pedestrian and bicycle traffic safer especially to support new cyclists, children, and the reduction of green house gasses.

Mahalo,

Devin

From: Don Eovino <don@eovino.net>  
Sent: Monday, June 15, 2020 12:03 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Bridge-

Yes-we need it, we want it, and we gotta have it, to keep our vision for a friendly island wide biking. We need to get the West side educated about paths- it's currently like the wild Wild West out there. Just had a friend almost crushed on a side road off Nimitz, by a semi that didn't even see us Turning right on Nimitz. Took out her bike and her ankle but almost took her out. And on the same ride I was crowded off the road by a truck that beeped at me in the coned lanes by the stadium. More bike use the Better. Don Eovino

Sent from my iPhone

From: Don Eovino <don@eovino.net>  
Sent: Saturday, June 20, 2020 11:23 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Build overpass

Yes to the overpass. I ride frequently and like to go out to that area from honolulu side. It's culturally enriching to bike that side of the island! Don Eovino

Sent from my iPhone

From: Don Eovino <don@eovino.net>  
Sent: Monday, June 22, 2020 12:10 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Bridge support!

Holly- we need more bike friendly areas in this island and this bridge is wonderful. I did the Shiminami Kaido ACross Osaka Bay last year and all those beautiful Bridges and bike paths! that is what we should be like! Don

Sent from my iPhone

From: Donna Hanson <donna.hanson.hawaii@hotmail.com>  
Sent: Saturday, June 20, 2020 7:55 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Hello Holly

Please ensure funding and support of the Wahiawa Pedestrian Bridge through its completion. Kamehameha Highway is not always safe for pedestrians and bicyclists, especially at night. The bridge is needed to provide a safe transit option.

Mahalo  
Donna Hanson  
95-146 Kuahelani Ave #266  
Mililani, HI 96789

---

From: dcuccia808 <[dcuccia808@aol.com](mailto:dcuccia808@aol.com)>  
Sent: Monday, June 15, 2020 3:26 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Hello Holly,

My name is Dorian Cuccia & I am a Honolulu resident of 30 plus years.

I am writing to give my support for the Wahiawa Pedestrian Bridge.

I fully believe that the more safe alternatives we give people other than motorized travel, the cleaner & healthier Hawaii will be.

Thank you,

Dorian Cuccia

Sent from my Samsung Galaxy smartphone.

From: Dorothy Sunio <[sunio@hawaii.edu](mailto:sunio@hawaii.edu)>  
Sent: Monday, June 15, 2020 3:50 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa pedestrian bridge

Aloha Ms. Yuen

I am writing to let you know of my support for the Wahiawa pedestrian bridge project. This is a much-needed project to keep walkers, runners, and bicyclists safe. I urge you to support this project.

Thank you,

Dottie Sunio

From: Ryan Roth <rothryan@gmail.com>  
Sent: Monday, June 15, 2020 5:38 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Support for Non-Vehicular Bridge in Wahiawa

Dear Ms. Yuen,

I want to express to you my strong support for the Non-vehicular bridge between Whitmore Avenue and Wahiawa town. As a physician who works in Wahiawa I see high rates of type two diabetes, hypertension, heart attacks often from being too sedentary. Anything we can do to get people moving on Oahu should be done as fast as possible. Biking and walking are great ways to get the body moving to help defeat depression and to enjoy family. Please make sure this gets done as soon as possible.

Dr. Ryan Roth

From: Duncan K. Osorio <[duncanosorio@gmail.com](mailto:duncanosorio@gmail.com)>  
Sent: Monday, June 22, 2020 1:45 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa-Whitmore Pedestrian Bridge Support

Aloha Ms. Yuen,

I just wanted to show my support for the proposed bridge connecting Wahiawa and Whitmore Village. While I acknowledge that there are remaining safety issues to be addressed around securing the bridge, I've seen first hand how dangerous the current pedestrian options along Kamehameha Hwy. are, and think this would be a significant improvement over the current options.

I hope the rest of our community comes around to the idea so that we might have safer options in the district for our kids.

Mahalo for your time.

Sincerely,

Duncan K. Osorio  
Wahiawa Resident

From: Eric McCutcheon <[mccutcheon1962@gmail.com](mailto:mccutcheon1962@gmail.com)>  
Sent: Sunday, June 21, 2020 1:02 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Bridge Project support

Hello Ms Yuen,

I am Eric McCutcheon, a member of HBL, the Kaimuki Neighborhood Board, and avid bicyclist. I support the Wahiawa Bridge Project. It will create a safer and healthier neighborhood.

Thank you,

Eric McCutcheon  
8083081383

From: Everett Jellinek <[jellinek@usc.edu](mailto:jellinek@usc.edu)>  
Sent: Monday, June 15, 2020 9:34 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Fwd: Wahiawa bike/pedestrian bridge project

I think this is the right place to submit comments.

I fully support the construction of this bridge (and any other bicycle or pedestrian safety infrastructure). I personally ride my bicycle through Wahiawa several times a month, and that is one of the sketchiest sections of road. I would feel far safer riding through the area if this bridge were constructed.

Thank you for taking the time to review my comment.

Everett Jellinek

From: Frank Kimitch <[fkimitch@gmail.com](mailto:fkimitch@gmail.com)>  
Sent: Monday, June 22, 2020 1:41 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: Chad Taniguchi <[chad@hbl.org](mailto:chad@hbl.org)>  
Subject: [EXTERNAL] Wahiawa Pedestrian (and bike) Bridge

Aloha Holly,

I am writing to express my support for the Wahiawa Bridge project to safely connect Whitmore Village to Wahiawa for pedestrian and bicycle traffic.

I drive through this corridor regularly on Kamehameha Highway and see the lack of safe routes for foot traffic and bike traffic.

Also, I have worked with state and city officials over the past several years to work on more bike and pedestrian paths and trails on Oahu, including more safe paths on the North Shore and Central Oahu.

I appreciate your support for this project, connecting people socially, physically and economically in Central Oahu.

Mahalo nunui,

--

Frank Kimitch  
Waialua Bike Path organizer

[fkimitch@gmail.com](mailto:fkimitch@gmail.com)  
637-2271

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From: frank SMITH <[fwsiii43@hotmail.com](mailto:fwsiii43@hotmail.com)>  
Sent: Tuesday, June 16, 2020 4:53 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Bridge

Greetings Holly Yuen,

The Whitmore-Wahiawa pedestrian/bike bridge is a brilliant idea. Please make it happen.

Frank W Smith  
(808) 391-7882

From: Gayle Hendrick-Messner <[hilifedancer@gmail.com](mailto:hilifedancer@gmail.com)>  
Sent: Saturday, June 20, 2020 5:05 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] I want to support the Wahiawa Pedestrian Bridge

Dear policy makers,  
I am writing to support the Wahiawa Pedestrian Bridge.

Safety!

Gayle Hendrick-Messner

From: Geri Aranaydo <puakenikenihawaii@hawaiiintel.net>  
Sent: Monday, June 22, 2020 10:49 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] WHITMORE Pedestrian Bridge

I am not in support of Pedestrian Bridge from WHITMORE to Wahiawa and vice versa.  
Because the existing bridge has history in connecting the people & business in Wahiawa.  
It's a distance away for residents to commute on foot from their homes to the closest grocery store or medical office.  
Geraldine "Geri" Roylo Aranaydo

Sent from my iPhone

From: Grace Zheng <[gracie.zheng@gmail.com](mailto:gracie.zheng@gmail.com)>  
Sent: Monday, June 15, 2020 10:18 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] SUPPORT: Wahiawa Pedestrian Bridge Project

Aloha Holly,

I write in support of the Wahiawa shared use Pedestrian/Bicycle Bridge. It is an important resource for the local community to encourage walking and biking. It will be good for public health and is safer for pedestrians and bicyclists than using Kamehameha Highway. This project is also about HDOT being equitable to residents, especially for people who don't or can't afford vehicles and for people who can't drive.

I strongly support this project! Thank you for your time and consideration.

Grace Zheng  
Makiki District Resident

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From: Gregory Gibbons <[gsgibbons@gmail.com](mailto:gsgibbons@gmail.com)>  
Sent: Sunday, June 21, 2020 5:56 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] re: Wahiawa Pedestrian Bridge

I would like to voice support for the Wahiawa Pedestrian Bridge.

As a longtime Honolulu Bicycling League member and avid group ride participant I see the need for improved access and safety for all.

Thank you,

Gregory Gibbons

From: Greg Young <[greg.young7@gmail.com](mailto:greg.young7@gmail.com)>  
Sent: Monday, June 15, 2020 1:17 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support of the Wahiawā Pedestrian Bridge

Dear Ms. Yuen

My name is Greg Young and I strongly support the Wahiawā Pedestrian Bridge project.

As an avid cyclist, I routinely cycle from town side to Haleiwa and Mokuleia along both Kamehameha Highway and Kunia Road. The stretch of the Kamehameha Highway near Wahiawā has a narrow shoulder that is not really safe for casual cyclist or pedestrians. Car traveling at speeds in excess of 50 mph pass within 3 feet of anyone on the shoulder of the road. The buffeting winds from these passing cars can knock down unsuspecting cyclists and/or pedestrians. Additionally, people traveling from the bus station to Whitmore Village are traveling with their backs to the oncoming traffic and have less time to react in the event of a mistake by the vehicle driver.

The Wahiawā Pedestrian Bridge would allow for a much safer route to and from the bus station and Whitmore Village. Pedestrians and cyclists would not have to contend with high speed moving vehicles and vehicles would not have to move closer to oncoming traffic in an effort to avoid pedestrians and casual cyclists. The Wahiawā Pedestrian Bridge is a win-win for both vehicles and non-vehicular traffic.

Thank you for your time and consideration.

Regards,

Greg Young  
88 Piikoi St, Apt #710  
Honolulu, HI 96814  
650 350 2625

From: Gretchen Savage <alohamissg@gmail.com>  
Sent: Monday, June 15, 2020 12:23 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa Bike-Ped Bridge

Holly,

Please move forward with construction of the bike-ped bridge. I think it is very important for the future of Hawaii.

Mahalo!

Gretchen Savage  
Ewa Beach

Sent from my iPhone

From: Gwen Sinclair <[gsinclair@gmail.com](mailto:gsinclair@gmail.com)>  
Sent: Saturday, June 20, 2020 8:53 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support for Wahiawā Pedestrian Bridge

I am writing to voice my support for the construction of a bicycle/pedestrian bridge over Ki'iki'i Stream in Wahiawā. Having once ridden my bicycle on Kamehameha Highway to reach Whitmore Village from Wahiawā, I can attest to the urgent need for this safe alternative for bicyclists and pedestrians.

Thank you,  
Gwen Sinclair  
1930 Alewa Dr.  
Honolulu, HI 96817  
[gsinclair@gmail.com](mailto:gsinclair@gmail.com)  
808-753-0528

From: Hartson Doak <[hartson.doak@gmail.com](mailto:hartson.doak@gmail.com)>  
Sent: Sunday, June 21, 2020 5:21 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian bridge

A quarter century is a long time. If the funds are available, I support this effort.

From: Heidi <punawai@earthlink.net>  
Sent: Monday, June 22, 2020 12:17 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Support - Wahiawa Pedestrian Bridge

Aloha Holly,

I'd like to chime in with my support for the Wahiawa Pedestrian Bridge. Hawai'i, and especially HDOT, needs to prioritize safe, convenient access for people traveling in ways other than by car. The will to take short trips by walking and biking is there for those of all ages and abilities, what's needed are safer routes. This pedestrian bridge provides that safety as well as being a beautiful and scenic route.

Mahalo for your support.

Thank you,  
Heidi

Sent from my iPhone

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From: herbert lau <[herbert2lau3@yahoo.com](mailto:herbert2lau3@yahoo.com)>  
Sent: Wednesday, June 17, 2020 10:04 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

I am submitting this email to you in support of a pedestrian bridge between Wahiawa and Whitmore. The proposed bridge will make pedestrian and bike travel between the 2 sites much safer than the existing route along Kamehameha Highway. In the long run this bridge will reduce traffic accidents and promote non-vehicular travel. Thank you for your time.

Herbert Lau

From: Howard Green <[howardgreen927@yahoo.com](mailto:howardgreen927@yahoo.com)>  
Sent: Wednesday, May 27, 2020 11:34 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: Kennedy, Henry <[henry.kennedy@hawaii.gov](mailto:henry.kennedy@hawaii.gov)>  
Subject: [EXTERNAL] Re: Wahiawa Pedestrian Bridge - Draft EA Public Notification

Dear Ms. Yuen:

Thank you very much for sending me a copy of the proposed Negative EA on the Wahiawa Bridge project. I am sure you sent it to me in my capacity as owner/manager of Sustainable Hawaii LLC which owns the fee interest in the stream and lands surrounding, that would have to be crossed with the bridge, and where you say that piers would have to be built. Though we have consented to access for study, we have not previously been informed of what was being planned, and have not been asked for input or comment. In particular I found it astonishing to see scores of governmental agencies listed as stakeholders in the proposed EA, but not listed was us, or Dole which operates the Wahiawa Reservoir. There are a number of significant impacts to consider. As you generally observed, a lot of rain in the area can affect the level of the reservoir. That impact has been quantified in detail. DLNR Dam Engineers contends that the size of rainfall for which plans relative to the reservoir should be made is the Predicted Maximum flood. At the moment, DLNR's view is that the PMF for the Kaukonahua watershed is 45 inches of rain in 24 hours.

Even half that number creates some difficulties. You may remember the flooding in Haleiwa on December 14, 2008. That happened because in a storm of 13 inches of rain, a great deal of debris washed into the river and was caught on the structural portions of the twin bridges in Haleiwa. The debris blocked the free flow of water and caused the flood. You must be aware that when Wahiawa Reservoir is filled, the stream bed, in the area where you are planning to construct piers, becomes a part of the reservoir. As a fact, most of the water flowing into the reservoir actually arrives there from North Kaukonahua Stream (which your draft EA called by a different name. There is a lot of debris up stream of where you plan to build this bridge, and it will catch on the piers. With the amount of water projected in 24 hours by DLNR, that debris will wash into the stream and get caught on those piers. It will cause up stream flooding. And when it is cleared it will cause a down stream rush of water into the reservoir that would not be helpful to efforts to maintain the integrity of the dam.

A related issue is the group of homeless who are quite often camped along the banks of the river just downstream of where the bridge will be constructed. As you might know, the land owners, in cooperation with the Department of Health and Police have run repetitive sweeps attempting to clear those areas. Nevertheless, if the homeless are there at the time of a very large rain event, significant injury or loss of life could result from possible interference with the flow of

the water.

Regardless of the various possible ways the EA drafters speculated about how the bridge will be used, it's purpose, the reason it would be built, is to allow a safe route for children from Whitmore to access Wahiawa without having to walk along Kam Highway and across the very heavily used Karsten bridge. But, there are also significant issues relating to the safety of the community children on this facility. It will be relatively hidden from public view. If it is going to be built, entrance to the facility should be fenced on the sides and on the top, all the way to the public roads on both sides. A fence like that will also help us to control what would become a new access for the homeless to the banks of the river. That would also help limit access to the river from the bridge, and the inevitable trash that would be a further nuisance. And it should be lit, and there should be a security system with cameras at the police station.

I do not want to give you the impression that I oppose this project. However, in reading through the EA, it seemed to me that these were all very significant environmental issues that must be dealt with but which were totally absent from the EA.

Howard Green

On Wednesday, May 27, 2020, 11:13:03 AM HST, Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)> wrote:

Aloha,

Please see attached for information regarding the Wahiawa Pedestrian Bridge Project and how to access the Draft Environmental Assessment, which is now available for review. HDOT thanks you for your consideration and continued interest in the proposed project.

Mahalo, holly

From: Ian Colte <[ian.wildmountainthyme@gmail.com](mailto:ian.wildmountainthyme@gmail.com)>  
Sent: Saturday, June 20, 2020 7:35 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support for Wahiawa Pedestrian Bridge

Aloha,

I'm a Wahiawa resident and strongly support a pedestrian bridge connecting Whitmore Village and Wahiawa. The good reasons are innumerable, especially from the perspective of safety, and far outweigh any perceived drawbacks from a vocal minority. We must make safer alternatives for people to commute such a short distance. This is especially true for Leilehua High School students and people who only drive when necessary. The bridge looks well planned and I especially like that it ends at the Wahiawa Police Station.

Please support this worthy and overdue project.

Ian Colte  
Hidden Valley Estates resident  
Wahiawa

From: Ira Fujisaki <fujisak@hawaiiantel.net>  
Sent: Sunday, June 21, 2020 8:17 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Bridge

Please support the Wahiawa pedestrian bridge. Thank you.

Ira Fujisaki

From: Jason DeMarco <[demarcojj@gmail.com](mailto:demarcojj@gmail.com)>  
Sent: Tuesday, June 16, 2020 8:32 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support Wahiawa Pedestrian Bridge

Ms. Yuen,

Writing as a member of HBL to support the wahiawa pedestrian/ bike bridge. As a daily bike commuter anything we can do as a community to improve the interconnection of our bike routes for safe biking and walking is valuable.

Mahalo,  
Jason DeMarco

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From: MacMillan Jill <[jillmacmillan.mail@gmail.com](mailto:jillmacmillan.mail@gmail.com)>  
Sent: Monday, June 15, 2020 3:02 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Bike/pedestrian Path

Aloha Ms. Yuen,

I am writing you express my support for the proposed improvements in Wahiawa that would provide shared use bicycle/pedestrian path and 500ft long non-vehicular bridge between Whitmore Avenue and Wahiawā Town over the Ki'iki'i Stream connecting Whitmore Village with the Wahiawā Town and Transit Center. The separation of vehicular traffic from cycling and pedestrian traffic is always the safer alternative. Also safe routes encourage more people to bike or walk as opposed to driving cars.

Mahalo,  
Jean Ellen MacMillan

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From: Jennifer Yamanuha <[jyamanuha@yahoo.com](mailto:jyamanuha@yahoo.com)>  
Sent: Monday, June 15, 2020 12:51 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa shared use bicycle/pedestrian path

Aloha - I'm in very strong support of the proposed bike path! Our island needs more healthy community spaces, and this is a great project. Looking forward to using it!

Mahalo,  
Jennifer Yamanuha

From: The El-Swaifys <[sheiksan@gmail.com](mailto:sheiksan@gmail.com)>  
Sent: Monday, June 22, 2020 12:12 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support for pedestrian bridge in Wahiawa

Aloha Ms. Yuen,

Now that the funding is available; I'd like to voice my support for this project. I'm an avid cyclist and I ride my bike in different locations on the island of Oahu.

Please direct the monies for this project right away to help cyclists and pedestrians alike. We all need safer streets for everyone. Thank you for your time.

Jeri El-Swaify  
League Cycling Instructor #1522  
League of American Bicyclists

From: Jessica Gasiorek <[jessica.gasiorek@gmail.com](mailto:jessica.gasiorek@gmail.com)>  
Sent: Saturday, June 20, 2020 1:22 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support for Wahiawa Pedestrian Bridge

Aloha,

I wanted to write to express my support for the construction of the Wahiawa Pedestrian Bridge. This is an important project for the safety and well-being of the local community.

Mahalo for your time,  
Jessica Gasiorek

From: [jnkawika@aol.com](mailto:jnkawika@aol.com) <[jnkawika@aol.com](mailto:jnkawika@aol.com)>  
Sent: Sunday, June 21, 2020 2:37 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support of Wahiawa Pedestrian Bridge

Ms. Yuen:

Aloha, this email is to voice my support of the Wahiawa pedestrian bridge. As a life long resident of Wahiawa, I've seen the growth and need to improve our streets. I'm an avid cyclist and traverse throughout Wahiawa, Wheeler, Schofield, Whitmore/NCTAMS area, as well as other areas around Oahu.

Although, my wife also rides a bike, we have not rode our bikes along Kam Hwy between Kilani and Whitmore Aves, instead we'll drive to Kahi Kani park and begin our route there. The primary reason is safety.. Even though Kam Hwy was repaved a couple years ago, it's showing signs of potholes and asphalt patching, which requires due diligence navigating that stretch of road while avoiding vehicular traffic.

With a bridge built between Wahiawa and Whitmore this will afford residents a safer means to travel between the two towns. I would favor North Cane Street option. Why: easier access to Wahiawa Satellite City Hall/Police Department.

My wife and I fully support this proposal going forward.

Joe & Yong Nonies

From: John Goody <jbgoody@me.com>  
Sent: Sunday, June 21, 2020 5:32 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa Pedestrian bridge

Aloha Holly

I am writing in support of the subject bridge. We need it to make life safer for cyclists and pedestrians as they go to school or to shop. The money is there let's just use it. Doing so is important for safety and for complete streets, but also to help the economy to rebound when we need it most badly.

Mahalo

John Goody

Sent from my iPhone

June 21, 2020

Ms. Holly Yuen, Project Manager  
Department of Transportation, State of Hawaii  
601 Kamokila Boulevard, Room 688  
Kapolei, Hawaii 96707

email: [Holly.Yuen@hawaii.gov](mailto:Holly.Yuen@hawaii.gov)

**SUBJECT: Wahiawa Pedestrian Bridge-Draft EA-Project HWY-O-07-18**

Aloha Ms. Yuen:

**Comment Opposing the State of Hawaii Department of Transportation Project  
By John E. Miller, Resident of Wahiawa, House District 46, Senate District 22**

I oppose this State of Hawaii Department of Transportation Project for the following reasons:

**I. The Communities of Wahiawa and Whitmore Village Do Not Want A Pedestrian/Bicycle Bridge and the State of Hawaii DOT's own survey results speak for themselves.**

First, by its own analysis there is a lack of interest and support in both the Whitmore and Wahiawa communities. The Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, page, I-5, reads:

“To gauge whether or not the proposed project would be embraced by Whitmore Village and Wahiawa communities. HDOT conducted a community survey in March 2020. HDOT sent survey request to 4,412 households in Whitmore Village and Wahiawa out of which a total of 345 responses were received”.

So, pursuant to HDOT owns report, it received only 345 surveys of the 4, 412 sent, or about thirteen (13) percent. That means that almost 90% of those surveyed did not respond. For HDOT to extract any meaningful finding from this response is confounding and reflects poorly on the HDOT's survey methodology or its contracted third-party consultant's qualifications. Who ever heard of reliance on a survey where almost 90% of those surveyed expressed no opinion? What value is hearing from only 13% of the community to a project being built in a community?

The Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, page I-5, then provides the following:

Twenty two percent of the survey responses were from Whitmore Village residents, 72% were Wahiawa residents and 6% reside elsewhere.

When asked whether the respondent would personally use the proposed shared use path, 36% responded affirmatively, while 53% indicated that they would not. When asked

whether the respondent knows of other people who may use the proposed shared use path, 43% of those surveyed indicated that they knew of others who may use the proposed shared use path, while 46% indicated that they did not.

Again, the HDOT own survey results and data argue against the Bridge and using the same, leads to the same absurd and illogical result. Again, relying upon the 13% of survey respondents or 345 respondents, of which 22% were from Whitmore Village or about 80, and 72% or about 248 from Wahiawa, the HDOT seeks to make much of a molehill of interest expressed and then extracting any positive response from those surveyed, regardless of the data and numbers. For example, the HDOT's own results prove that only 36% would personally use the proposed shared use path, while 53%, of the respondents would not personally use the proposed shared use path. So, it is perfectly clear that of those Wahiawa and Whitmore Village residents surveyed and responding, a Majority would not use the Bridge. Again, this is the HDOT's own figures and/or consultant's surveys, analysis, and conclusions.

Next, the HDOT, states the following:

“When asked whether the respondent knows of other people who may use the proposed shared use path, 43% of those surveyed indicated that they knew of others who may use the proposed shared use path, while 46% indicated that they did not”.

In other words, less than one-half of those respondents or 43% knew of others who may use the proposed path. Similarly, about one-half, or 46% responded that they did not know of others who would use. It. Again, the HDOT and/or its consultants use their own surveys and results to make exaggerated and draw illogical conclusions. Ask yourself, when is “less than half” suggestive of a majority view? Also, when is it appropriate for the HDOT to spend 13 Million Dollars for a project that a majority of the community is indifferent or opposes?

Finally, the HDOT, in its final over-reach and oblivious to its own numerical figures and elementary principles of addition and subtraction, closes this section of the Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, with this conclusion.

**The number of affirmative responses to HDOT's survey question provides support for the idea that a dedicated, non-motorized facility that would be accessible to all would indeed be utilized.** It reinforces that constructing bicycling paths, and sidewalks, such as the proposed project is a need first step to encourage active non-motorized transportation uses and achieving the goals established by existing long-range plans. (emphasis provided).

Again, these excerpts are taken verbatim from the Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, page I-5. But, what is so astounding is that these descriptions bear no relationship to the actual survey results

and any rational conclusion one might reach. To the contrary, it dampens any notion of the HDOT’s objectivity and ability to honestly and forthrightly call “a spade, a spade”. Be not surprised that the public’s trust and confidence is shaken.

**II. The OMPO Survey Does Not Support The Wahiawa & Whitmore Bridge**

The Oahu Metropolitan Planning Organization (“OMPO”) in its submission, via letter dated, March 12, 2020, to the State of Hawaii Department of Transportation, pursuant to HRS Chapter 34, Scoping and Pre-Assessment consultation Wahiawa Pedestrian Bridge, Whitmore Village to Wahiawa, HWY-DS-2.1419, states that the OMPO Policy Board approved the completion of OMPO’s transportation study on November 26, 2019, publicizing that the “pedestrian and bicycle bridge along North Cane Street connecting the Wahiawa and Whitmore Village communities was explored as part of this study.” The letter further states:

“[T]he estimated construction cost of the bridge is \$4,364,600.00 and included in the cost is the installation of a bike lane along North Cane Street, from Kilani Avenue to the bridge. The total extent of the project is 0.70 miles. The cost estimate reflects a bridge that is anticipated to be approximately 500-feet long and 12-feet wide.” (underline provided).

In the HDOT’s, Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, however, reveal the cost estimates for each build options, as follows:

<u>Palm Street</u>	<u>North Cane Street</u>	<u>Koa Street</u>	<u>OMPO</u>
\$14,500,000	\$12,500,000	\$13,100,000	\$4,364,600

In other words, the OMPO comment seems to undervalue or misdescribe the Wahiawa-Whitmore Bridge as it’s projected \$4.3 Million construction cost is nearly one-third (1/3) of the anticipated costs that the HDOT uses in its Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge. (See Wahiawa Pedestrian Bridge Project, two-page handout). That large a cost difference of \$8,000,000 to \$10,000,000, leads to the logical conclusion that the OMPO was examining a different bridge project and/or heavily discounted the construction costs or that the HDOT construction costs are inflated and the project is already over-budgeted. An explanation is in order from both the OMPO and the HDOT.

In addition to the inexplicable variance of \$8M to \$10M in construction cost, OMPO’s letter seemingly follows the same exaggeration contained in the HDOT’s Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge,

regarding its survey and responses from the communities of Wahiawa-Whitmore Village. Both its On-Line Survey and Pop-Ups at Community Events, reveal the insignificance of its survey pool, and unreliability of its purported findings and meaning.

#### **A. “On-Line Survey:”**

The set-up for the survey is described in OMPO’s letter dated March 12, 2020, to the HDOT, reads as follows:

“The online survey asked respondents for their reaction to each project, whether it was positive, neutral, or negative and to choose their top project. **It was advertised through an email blast and at community events. A total of 44 responses were received.** 64% percent said they live in the Wahiawa-Whitmore Village area; 25% said they work in this area. 94% percent drive as their primary mode of transportation, 14% walk, and 14% ride the bus (multiple responses allowed to this question). (emphasis provided).

The same letter goes on to state:

“Of the 44 responses received, 63% of residents indicated a positive reaction, 21% of respondents indicated a neutral reaction, and 16% of respondents indicated a negative reaction to a new pedestrian and bike bridge connecting Wahiawa and Whitmore Village. 21% of respondents indicated that the bridge is their top choice bicycle and pedestrian project. The full results are show below for pedestrian and bicycle projects”.

So, given this portion of the Online Survey, one would be led to believe that the majority of respondents favored the Wahiawa & Whitmore Bridge. But nothing could be further from the truth as a complete review of the responses show that the OMPO narrative conflates their own results and exaggerates the importance of its March 12, 2020, submittal.

A reproduction the OMPO chart immediately below reveal how little the above cited narrative finds support from the true and actual results of the online survey.

Project #	Project Description	Negative	Neutral	Positive	Top Choice
801	New Off-Street Bicycle and Pedestrian Paths Connecting Schools, Parks, and Transit	26%	26%	65%	53%
802	New Pedestrian and Bike Bridge Connecting Wahiawa and Whitmore Village	16%	21%	63%	21%

803	New Bike and Pedestrian Connection Between Wahiawa, Whitmore Village, and NCTAMS	12%	28%	60%	16%
804	New and Upgraded Bike Lanes in Wahiawa Commercial District	21%	28%	51%	9%

First, the highest scoring bicycle and pedestrian project was NOT the Wahiawa & Whitmore Bridge, but the project described as “New Off-Street Bicycle and Pedestrian Paths, Connecting Schools, Parks, and Transit” is listed “TOP CHOICE”. In fact, OMPO’s own survey results show that 53% of respondents indicated this project to be their top choice, whereas, only 21% of respondents indicated the Wahiawa & Whitmore Bridge as their top choice.

This project also described as Project Number 801, also has a “positive response” of 65% compared to the “New Pedestrian and Bike Bridge Connecting Wahiawa and Whitmore Village”, or Wahiawa & Whitmore Bridge, at 63%. But again, it was selected by the respondents as the top choice with 53% compared to the Wahiawa & Whitmore Bridge with a mere 21%. In fact, the Wahiawa & Whitmore Bridge also scored the lowest in the “neutral” category with 21% suggesting that respondents had formed an opinion on it one way or the other.

So, in either “neutral”, or “positive” or “top choice” categories, the “New Off-Street Bicycle and Pedestrian Paths, Connecting Schools, Parks, and Transit” scored higher than the Wahiawa & Whitmore Bridge. Higher scores under the “positive” category. Higher scores under the “top choice” category.

Still, to be fair to the OMPO’s Online Survey, the Wahiawa & Whitmore Bridge, did score higher than the “New Off-Street Bicycle and Pedestrian Paths, Connecting Schools, Parks, and Transit” in the “negative” category. Under “negative” responses it scored a 16% versus 9% for the “New Off-Street Bicycle and Pedestrian Paths, Connecting Schools, Parks, and Transit”. It also scored a little higher than the New Bike and Pedestrian Connection between Wahiawa, Whitmore Village, and NCTAMS, which had 12% negative response score.

So, whatever we can take of importance and meaning from the OMPO online survey it would be a gross exaggeration to argue that the Wahiawa & Whitmore Bridge was the respondents top choice for a pedestrian and bicycle project. Especially, when it only received 21% compared to 53% for the New Off-Street Bicycle and Pedestrian Paths, Connecting Schools, Parks, and Transit.

**B. “Pop-Ups at Community Events:”**

The OMPO letter list three (3) events: (1) Wahiawa-Whitmore Village Neighborhood Meeting, June 17, 2019; (2) Wahiawa Bon Dance, June 21, 2019, and (3) Blue Zones California Avenue Solutions Meeting, June 24, 2019, proclaiming that a total of 168 persons ranked their top projects in the categories or transit, roadway, and pedestrian and bicycle. And, thirty (30) of the 168 persons, choosing the pedestrian and bicycle bridge project. A reproduction of the chart from the Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, is below.

<u>Project #</u>	<u>Bicycle and Pedestrian Projects</u>	<u># of Responses</u>
801	New Off-Street Bicycle and Pedestrian Connections to Schools, Parks, and Transit	99
802	New Pedestrian and Bike Bridge Connecting Wahiawa and Whitmore Village	30
803	New Bike and Pedestrian Connection between Wahiawa, Whitmore Village, and NCTAMS	7
804	New and Upgraded Bike Lanes in Wahiawa Commercial District	32
TOTAL:		168

In the narrative to describe the three (3) events where OMPO staff solicited input it reads as follows:

“Staff asked participants to identify their top transit, roadway, and pedestrian and bicycle project (allowed to choose one project in each transportation category). A total of 168 persons ranked their top projects with 30 participants choosing the pedestrian and bicycle bridge as their top pedestrian and bicycle project. The full results are show below for pedestrian and bicycle projects”

Assuming that the above chart above shows the “full results” for pedestrian and bicycle projects, it is conspicuously absent that not a word to describe the obvious “elephant in the room”, where the top number of responses are for the “New Off-Street Bicycle and Pedestrian Paths, Connecting Schools, Parks, and Transit”, which had ninety-nine (99) participants selecting it a their “top” pedestrian and bicycle project. Certainly, it does not take a “rocket scientist” to

understand that ninety-nine is more than three (3) times greater than thirty (30), and the OMPO's narrative, is misleading or misunderstood. But, a large part of the Draft Environmental Assessment and Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, seemingly uses OMPO's letter, dated March 12, 2020, as the showcasing community support from the residents of both Wahiawa and Whitmore Village. Again, nothing could be further from the truth. Their own numbers tell the true story.

In summary, a close reading of OMPO's own charts and data, reveal that its narrative is incomplete and incomprehensible. From my reading and study of the OMPO letter dated March 12, 2020, it portends to say much and suggest plenty, but upon review of its facts, leaves the reader startled with the weak and indefensible conclusion that their online and Community Pop-Ups, generated any sense of community support for the Wahiawa & Whitmore Bridge.

### **III. The Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge Threatens Kukaniloko**

The Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, states in relevant part:

#### “3.21 Unresolved Issues

“The project is a design-build project, and therefore the final design of the bridge has not been selected. Such unresolved items could include the following:

. . . As noted in Section 3.4 and Section 3.8, there is the potential for indirect visual impacts to the viewshed at Kukaniloko Birthstones State Monument. As potential visual impacts have not yet been determined and will be addressed in more detail in the project's Final EA.

However, because the project is proposed as a design-build project, the impacts or efficacy of avoidance measures may not be confirmed until the final design of the bridge is completed after the completion of the Final EA.” (emphasis provided).

Likewise, in section 3.4.3 Avoidance, Minimization and Mitigation Measures states:

“The proposed project would not directly impact cultural practices. The final design of the bridge over Kiikii Stream has not been determined, and the concerns presented above regarding the viewshed from Kukaniloko will be considered as the design progresses. (emphasis provided).

Similarly, in section 3.8.2 Visual and Aesthetic Resources, - Potential Impacts, states in relevant part:

“As noted in Section 3.4, there is the potential for indirect impacts to the viewshed of Kukaniloko Birthstones State Monument. The profile of the bridge is anticipated to be low, and it will be constructed at a slightly lower elevation than Kukaniloko. Therefore, no visual impacts is anticipated, given the 0.5-mile distance from Kukaniloko to the project area. However, because the final design of the bridge has not yet been determined, a visual impact assessment would be conducted with the design phase to confirm that the bridge would not be visible at this viewshed, or its visual impact would be negligible.” (emphasis provided).

Additionally, in Chapter 5, Anticipated findings of No Significant Impact, item 12 reads as follows:

***“Have a substantial adverse effect on scenic vistas and viewplanes, during day or night, identified in county or state plans or studies*** – The proposed project is shared use (non-motorized) path that would not affect any identified views/vistas. Input from the community would inform the project’s final design to ensure that the bridge fits within the geographical context. As noted in Section 3.4, there is the potential for indirect impacts to the viewshed at Kukaniloko Birthstones State Monument. The profile of the bridge is anticipated to be low, and it will be constructed at a slightly lower elevation than Kukaniloko. Therefore, no visual impacts is anticipated, given the 0.5-mile distance from Kukaniloko to the project area. However, because the final design of the bridge has not yet been determined, a visual impact assessment would be conducted with the design phase to confirm that the bridge would not be visible at this viewshed, or its visual impact would be negligible.”

First of all, the under the heading of Unresolved Issues, Section 3.21, the HDOT makes the declaration that “there is the potential for indirect visual impacts to the viewshed at Kukaniloko Birthstones State Monument. As potential visual impacts have not yet been determined and will be addressed in more detail in the project’s Final EA”.

Readers would interpret this to mean that at present, the potential for direct or indirect visual impacts to the viewshed may arise, but that it has not been determined yet, but will be in the Final Environmental Assessment. However, that fair reading is later rendered meaningless with Section 3.8.2, stating that “No adverse significant impacts to views and viewsheds are anticipated from the proposed action”. In other words, the HDOT has already arrived at the conclusion that although it has not yet been determined but would be addressed in more detail in the project’s Final EA”, there will be no “adverse significant impacts to view and viewsheds”.

You got to ask yourself, “how can they know there is no significant impact if they admit there has been no analysis of the visual impacts”?

Consequently, as written, the Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, leaves the community of Whitmore and Wahiawa and the larger Hawaiian community and Hawaiian Cultural and Religious Practitioners without any firm assurance of having any meaningful say or input into the decision of what is “adverse“ or “significant impact” or substantial “or “insubstantial” adverse effect on the scenic vistas and viewplanes, as it pertains to the Kukaniloko. Who also determines what is “negligible”? Is it the State of Hawaii? The Design-Build contractor? Do the people of Whitmore Village and Wahiawa have a say, or since Kukaniloko is a State Monument, do all people of Hawaii have a say?

Taken as a whole, these representations from the HDOT do not provide any assurance that the interest of Kukaniloko will be acknowledged and the Hawaiians and local caretakers like the Friends of Kukaniloko, OHA, the Hawaiian Civic Club of Wahiawa, and Kupuna like Tom Lenchanko, and Jo-Lin Kalimapau. Instead the descriptions and explanations of the HDOT need to be taken with a grain of salt, and prompt those interested in the sacredness and preservation of Kukaniloko, to remain vigilant, attentive, in insuring the current flawed process does not allow permanently destroying or endangering a place that many consider the most scared and spiritually important site on Oahu, and even in the entire State of Hawaii.

#### **IV. No Schools in Whitmore or Wahiawa Expressed Any Interest in Using or Needing the Wahiawa & Whitmore Bridge.**

In its two (2) page Summary of the Wahiawa Pedestrian Bridge Project the HDOT makes much ado about the Bridge to reduce the travel time and distance between Whitmore Village and Wahiawa Town. In relevant part it states:

“The proposed shared use pedestrian/bicycle path is intended to: - Create a dedicated non-vehicular facility between Whitmore Village and Wahiawa that would facilitate access between residential land uses in Whitmore Village and **places of employment and education** in Wahiawa and elsewhere on Oahu”. (emphasis provided).

The Draft Environmental Assessment and Anticipated Findings of No Significant Impact for Wahiawa Pedestrian Bridge, however, contains no supportive response from any of the listed schools in Wahiawa and Whitmore Village. For example, although listed in Chapter 4,

Comments & Coordination, Page 4-2 to Page 4-3, as contacted via letter on or about February 18, 2020, none of the schools, public or private submitted any response to the letter. As shown on Table 1-1: Whitmore Village Population by Age Group, almost 20% of Whitmore Village's population consists of school aged persons. Moreover, the only educational facility in Whitmore Village is Helemano Elementary School, and it services children from pre-school through 5<sup>th</sup> grade. And, after 5<sup>th</sup> grade, there are no public educational institutions in Whitmore Village and students, generally over the age of 10 or 11 must go to Wahiawa or elsewhere to further their education. If this is true, wouldn't you expect some response from the students, facility, administrators, or parents, from Helemano Elementary School regarding the Wahiawa & Whitmore Bridge? After all, after 5<sup>th</sup> grade there are no other options in Whitmore Village and nearest public educational facilities lie in Wahiawa; Wahiawa Middle School, and Leilehua High School, or Hoala School, Trinity Lutheran, or Kamalani Academy. The lack of any response from a large population (almost 20%) of Whitmore Village residents who the HDOT deems its beneficiaries reveals that most residents of Whitmore Village, are either not interested in the Bridge or have not formed an opinion of the Bridge. But, it would be an exaggeration at best to even suggest that there is any interest from the school aged residents of Whitmore Village and/or their parents or guardians. The facts speak for themselves and shout loudly that at present, few Whitmore Village school age residents foresee a need or desire to use the Wahiawa & Whitmore Bridge.

#### **V. The Bridge will cause more public health and safety issues**

The Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, contains two (2) specific comments in Chapter 4 – Comments and Coordination that bears attention. All share the common concern of community health and safety.

First, the Department of the Navy, Commander, Naval Region Hawaii, letter to Karen Chun, Joint Base Pearl Harbor Hickam, dated March 25, 2020, in offering comments makes the following relevant points:

- (1) Traffic and Pedestrian Safety along Whitmore Avenue – Construction of the pedestrian bridge and future development in the area will generate an increase in vehicular and pedestrian traffic along Whitmore Avenue. The Navy is concerned with the potential increase in traffic congestion on streets leading to the installation entry point and requests increased pedestrian/bicyclist measures be considered at key intersections with Whitmore Avenue and where Whitmore Avenue may be jointly utilized by vehicles, bicyclist, and pedestrians. (emphasis provided).

- (2) General Public Safety and Security – The pedestrian bridge proposed is in areas that are not readily visible from major streets, particularly on the Wahiawa Town end of the bridge. Consider measures such as security lighting, limited access hours, and increased security patrols to address user safety. With recent incidences of trespassing and unlawful activities occurring on unmonitored, undeveloped State land in Whitmore Village, we are concerned that a bridge at this location may foster undesirable activities, such as loitering and dumping, and act as an attractive nuisance. (emphasis provided).

Second, the State of Hawaii, Department of Land and Natural Resources, Division of Aquatic Resources, in its memorandum, to Ms. Chun, Design Branch, DOT, dated March 4, 2020, provides comments as follows:

“DAR [Division of Aquatic Resources] would like to provide the following comments on the proposed pedestrian bridge connecting Whitmore village and Wahiawa. DAR has no project or any proposed projects in that area but Kiikii Stream is part of Lake Wilson. DAR regulates the fishing in Lake Wilson, thus we have concerns with the design of the pedestrian bridge. The concerns as the bridge crosses over Kiikii Stream include: 1) will there be fencing on the bridge to prevent people from jumping off, throwing trash from or fishing off it, and 2) will the bridge have any in-water supports prohibiting boats from going past it. There are also social concerns regarding the homeless and crime that is associated with that area. Additional concerns regarding trash and various other environmental health hazards that result from homeless communities setting up camps under the bridges need to be addressed to further prevent potential environmental impacts.”

The common issues raised by both, a federal facility and a state agency, is the affect upon public safety and health if the Bridge is built.

For the Navy, they foresee additional pedestrian and bicyclist traffic on Whitmore Avenue necessitating additional measures to accommodate the increase. Although not fully articulated, we already know that there are some heavy traffic periods on Whitmore Avenue, when there is a shift change and Helemano Elementary School is opening its doors in the morning and closing the School in the afternoon. The Navy’s concern needs to be addressed to ensure safety on the highway is maintained for both pedestrian, bicyclist, and automobile.

Additionally, the Navy has raised community safety concerns that arise because of the location on or in mostly undeveloped agriculture lands and “landing” on Cane Street, in Wahiawa. That area of Wahiawa is often times, sparsely occupied with pedestrian traffic, and

most activity takes place at the Wahiawa Satellite City Hall or the Wahiawa Police Station. There is some activity in the Industrial Center, but for the most part, the area is not well populated, and it is about an 1/8 of a mile from the end of Cane Street to Kilani Avenue.

Likewise, the Navy is correct to point out the recent reports of trespassing and unlawful activity occurring on the unmonitored, undeveloped State land in Whitmore Village. Much of the land is under the control of the Agribusiness Development Corporation, but it has yet to develop much of the lands near and adjacent to the Wahiawa & Whitmore Bridge starting/ending location. So, until there is some “body-heat” (crowds/gatherings) that serves as a deterrent to criminal activity and such crimes as loitering, dumping, and graffiti tagging, is expected to occur without sufficient enforcement of Bridge access, including open and close times, and evening or day light uses. Without strong and firm enforcement of Bridge use rules and regulations, it could become an “attractive” nuisance, leaving the Whitmore and Wahiawa communities with increased criminal activity, tax payer liability, and an public attraction that would be used solely by the unsavory elements in our communities.

The concerns of the Department of Land and Natural Resources, Division of Aquatic Resources, also raises the health concerns of the homeless, who may find the Wahiawa & Whitmore Bridge a new opportunity to find a home or encampment. From past clean-up of the Karsten Thot Bridge area, I’ve learned that the State of Hawaii is liable for any pollution, including trash, and human waste that enters Lake Wilson, so their concerns must be addressed prior to building of the Wahiawa & Whitmore Bridge.

The Division of Aquatic Resources also raise the concern of fishing or diving of the bridge. That is a legitimate health and safety concern and also a liability issue for the State of Hawaii, if the Wahiawa & Whitmore Bridge is considered an “attractive nuisance”. It is believed that the Wahiawa & Whitmore Bridge would be 70-80 feet above the water and at that distance a fall could be fatal.

Finally, the Division of Aquatic Resources raises concerns that have not been addressed in the Draft Environmental Assessment And Anticipated Findings of No Significant Impact For Wahiawa Pedestrian Bridge, and that is whether there will be any in-water supports that may present access by boats. As the largest freshwater fishery on Oahu, and the most accessible freshwater fishery in the State, Lake Wilson is not only a unique recreational area, but also a natural feature with tremendous local business opportunities for recreational boaters and world class anglers.

In all, the health and safety concerns raised by the Navy and Department of Land and Natural Resources, need to be addressed before proceeding any further on building a bridge that may look good on paper, but not provide the security and safety necessary to invite use by pedestrians and bicyclist. Without any firm assurance of the safety of use, the Wahiawa &

Whitmore Bridge will become a monument to exaggerated and dreamy expectations and an attraction but not the kind the communities of Wahiawa and Whitmore Village would celebrate.

In closing, thank you for the opportunity to provide this comment opposing the State of Hawaii Department of Transportation Project Wahiawa Pedestrian Bridge-Draft EA-Project HWY-O-07-18.

Sincerely,

//John E. Miller//

Resident of Wahiawa,

House District 46, Senate District 22

From: JLR <jreppun@gmail.com>  
Sent: Monday, June 22, 2020 5:06 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Cc: Taniguchi Chad <chad@hbl.org>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Aloha

Please add my name in support of this long-dreamed-if project, one that will help to not just bring the Wahiarea community together...but out, engaged in the kind of outdoor activities that we know (especially in this trying time) to be both essential and a good practice.

I have interacted, for a number of years, in support of the Hawaii Bicycling League - the JEY Project, an Windward community non profit. Like Wahiawa, our area is semi-rural and an area where outdoor activity potential abounds. I've also served for over 25 years on our area's Neighborhood Board, focused on land and water use planning and, always, with a keen interest in development of recreational opportunities. I hope to see projects like this one move forward to fruition.

Mahalo for the opportunity to provide supportive input John L Reppun  
808 277-8686  
Jreppun@keyproject.org

Sent from JLR's iPhone

From: Jonathan Osorio <[osorio@hawaii.edu](mailto:osorio@hawaii.edu)>  
Sent: Saturday, June 20, 2020 1:08 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Pedestrian Bridge Whitmore/Wahiawa

Aloha Ms Yuen

I am writing in strong support for the pedestrian bridge in Wahiawa. As a new resident in this amazing town, I would like to see our tax money spent on projects that directly benefit the community and in particular, guard the safety and well-being of our children. Please let me know if there is anything I can do to help.

Jonathan K Osorio, PhD.  
11 Kalala St  
Wahiawa, HI 96786

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From: yapper 1 <[yapper1@msn.com](mailto:yapper1@msn.com)>  
Sent: Tuesday, June 16, 2020 5:21 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support to Wahiawā Pedestrian Bridge

Dear Ms. Yuen,

I am writing to show my support to construct a shared use bicycle/pedestrian path and 500ft long non-vehicular bridge between Whitmore Avenue and Wahiawā Town over the Ki'iki'i Stream connecting Whitmore Village with the Wahiawā Town and Transit Center.

This project fits in the overall plan to make O'ahu a pedestrian and bicycle friendly place found in the [Central O'ahu Transportation Study](#).

Thank you,  
Jon Yap

Sent: Monday, June 15, 2020 3:05 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawā Bike/Ped Bridge Project

Hello Holly,

I am a bicycle rider on Oahu, and this bicycle-and-pedestrian bridge looks like exactly the kind of dedicated infrastructure that would help locals residents by allowing the use of feet or bicycle to get between Whitmore Avenue and Wahiawā Town. This would benefit those on foot or bike, by making their commute safer and more pleasant, possible enticing more people to use this route. It would also benefit those people by making their commute safer (not having to ride on Kamehameha Highway).

This bridge would not only benefit the people who use it, but it would also benefit the people who drive, because they would have fewer cars in Kamehameha (if people opted to ride instead of drive). More importantly it would reduce the likelihood of accidents by reducing the number of bikes and cars on that stretch of Kamehameha Highway. Anything we can do to get pedestrians and bikes away from cars is a good thing.

I strongly support the Wahiawā Bike/Ped Bridge and I hope you are able to get the support you need to make the case in time.

Good luck, and stay healthy.  
Thanks for all the good work that you do.

Jules Hummon  
2263 Noah St  
Honolulu

From: DOT ADMIN DOTPAO <DOTPAO@hawaii.gov>  
Sent: Monday, June 15, 2020 10:09 PM  
To: Tristar@hula.net  
Cc: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: RE: [EXTERNAL] Pedestrian Bridge

Aloha Julia,

Thank you for your message. I am forwarding it to the project engineer, Holly Yuen. Emails can be sent to her at holly.yuen@hawaii.gov for the record.

Mahalo,

Shelly

Shelly Kunishige  
Hawaii Department of Transportation  
Public Affairs Office  
(808) 587-2160  
Shelly.y.kunishige@hawaii.gov

-----Original Message-----

From: Tristar@hula.net <tristar@hula.net>  
Sent: Monday, June 15, 2020 9:35 PM  
To: DOT ADMIN DOTPAO <DOTPAO@hawaii.gov>  
Subject: [EXTERNAL] Pedestrian Bridge

Our family is in favor of the pedestrian bridge. Thanks for all your work on this.

Bernadette, teacher at Wahiawa Elementary Armando, staff at Wahiawa McDonald's Julia Matsui Higa Estrella, owner of Healing Center at 1777 Eames Street.

You can count our 3 votes in favor of bridge.

We will work to get support. Can we use this email to send in more votes for the bridge?

Thanks, Julia. (Author of Being Local in Hawaii)

Ps. I was born in 1940 in Wahiawa at 175 Kuahiwi Street where the military marched up and down our street for training.

Sent from my iPhone

From: julie wo <juliewo808@gmail.com>  
Sent: Monday, June 22, 2020 1:22 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Dear Ms Yuen,

I am writing to request your support for the Wahiawa Bridge and Bike Path.

Bridges support and connect communities. This bridge will play a vital role in connecting Whitmore Village and Wahiawa.

The bridge is part of an overall plan to make Oahu streets safe for health, recreation, and transportation.

Please support the Wahiawa Pedestrian Bridge.

With Gratitude,

Julia Wo  
1517 Makiki St. #1003  
Honolulu, HI 96822

From: June Sugakawa <[junesan123@gmail.com](mailto:junesan123@gmail.com)>  
Sent: Monday, June 15, 2020 12:20 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] From HBL member

We need more pedestrian bridges and walkways! Government always encourage people not to depend on cars but their support to non drivers is poor. We need more places where pedestrians can walk comfortably! We also need walkways to reach places with minimum distance. It doesn't matter to drivers to go 1 more mile but it is very long to go even 100 yard for pedestrians!!  
Please build more bridges and walkways!!  
Miyako Sugakawa

From: Juvielyn Figueroa <juvielynfigueroa@icloud.com>  
Sent: Saturday, June 20, 2020 1:51 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa pedestrian bridge

Sent from my iPhone

From: Kalei Inn <[kalei@kaleiinn.com](mailto:kalei@kaleiinn.com)>  
Sent: Saturday, June 20, 2020 4:34 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] in support of the Wahiawa Pedestrian Bridge

Hi Holly,

I am a friend of Chad's. I want to express my support of the effort and plan to revitalize the Whitmore/Wahiawa bridge to make it "safe for people who walk and bike to school, shopping...".

Wishing the project smooth sailing,

Aloha,  
Kalei Inn

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Kalei Inn, Ph.D. and Associates  
Organizational & Leadership Development  
808.383.8657 | [kaleiinn.com](http://kaleiinn.com)

From: Karen Helmeyer <jkd@me.com>  
Sent: Monday, June 22, 2020 11:38 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] help us with the bridge!

Holly,

Please help us make Hawaii better for bikes and pedestrians who cannot drive or choose not to. The shared use path between Whitmore Avenue and Wahiawa Town/Transit Center is one way to do that. After 26 years, the project has funding and is ready to be built! We need your support to make it happen!

Aloha~ Thank you for serving the community!  
Karen Helmeyer

From: Keikilani G. <[chaz\\_g77@yahoo.com](mailto:chaz_g77@yahoo.com)>  
Sent: Monday, June 22, 2020 3:29 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge Project

My name is Keikilani Marcos. I'm born and raised here in Wahiawa, HI 96786. I DO NOT APPROVE of the Wahiawa Pedestrian Bridge Project. It is a gateway to crimes. My cousin Malia Soma Valmoja was brutally murdered earlier this year on agricultural land. The same people (druggies, homeless and criminals) will take over that bridge guaranteed! They will rob and harm innocent people. This project will bring more harm than good!

[Sent from Yahoo Mail on Android](#)

From: Kekai Perry <[keaomalalama@gmail.com](mailto:keaomalalama@gmail.com)>  
Sent: Monday, June 15, 2020 4:18 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: [repperruso@capitol.hawaii.gov](mailto:repperruso@capitol.hawaii.gov); [sendelacruz@capitol.hawaii.gov](mailto:sendelacruz@capitol.hawaii.gov)  
Subject: [EXTERNAL] Opposition and Request for Information on Wahiawa Pedestrian Bridge

Aloha Ms. Yuen,

- 1 I am writing to express my concern over the ongoing ill-advised effort by the DOT to  
2 construct a pedestrian bridge between Wahiawā and Whitmore areas. If you recall, I  
opposed the construction project at your public meeting in February 2020. Since the  
pandemic and executive Shelter-in-Place orders, I have not had the opportunity to receive  
or review any actions. Though I provided my email, address, and phone number at the  
meeting, no information was sent to me relating to the movement of this project. I hope  
that ignoring your community is not part of the process here.
- 3 Your website shows that a Final EA was published. It was my understanding that your  
office or the consultants working for this project would send the information.  
Unfortunately, that did not occur. Therefore, I am asking that you provide any information  
since the February meeting that will help me understand the status of the project,  
including a digital copy of the EA.
- 4 Next, your website provides a handout with quantitative data that is flawed and  
misleading. For starters:
  - 5 • The handout document is not dated, lacks proper citation and has hyperlinks that  
do not work.

- 6 • The survey information also does not have a date.
- 7 • It is not clear how the survey was tabulated and by whom.
- 8 • It appears that the data is not statistically significant based on the number of respondents in the population you are targeting. And therefore, the data does not represent the actual views and opinions of our community.
- 9 • The handout provides survey information/questions that are contextually inconsistent.
- 10 • One question is reported to ask "if they would personally use the bridge?" for which 53% are reported as saying "no", and 36% are reported as saying "yes".
- 11 • The second question is reported to ask "if they knew someone who may use the bridge?" for which 46% said "no" and 43% said "yes".
- 12 • The handout also provides a pie chart entitled "Support for the Project". In that pie chart there are two misleading pie segments. Strongly support shows 39%. Strongly opposed shows 29%. Refused is at 12%. The numbers in the pie chart do not match the numbers from your survey and therefore appear to not be based on the same data.

13 A simple eye test shows that the results of the survey questions listed do not support the pie chart conclusions. The flaws in your handout and data suggests several things: (1) a poorly developed survey, (2) a miscalculation of data tabulation, (3) a non-transparent information process or worse, (4) a purposeful manipulation of the statistics in support of a project that nobody in Wahiawā or Whitmore wants.

14 Please respond and provide the documents requested so that I may be better able to assess the viability and feasibility of this very expensive bridge that is not wanted in our community.

15 I urge you to consider the negative impact of moving the project forward. Since February 2020, you knew that our community opposed the bridge. We spoke loud and clear. Yet, the DOT is still trying to push the project. Why? Don't our voices count?

16 Given the state of our economy and the threat of COVID 19, is your department willing to move this project forward, bring our community out, again, and raise the chances of us contracting the virus. This kind of government action is known as "weaponizing" a health threat against the community. It is dangerous and undemocratic!

17 Do you and the members of the State DOT care about our community? Is the development of a \$14,000,000 bridge that the community opposes worth the risk of infection? Moreover, spending this kind of money now, when state is in desperate need of social services and unemployment support, would be an irresponsible act of governance. If you do care about us, end this frivolous and hurtful endeavor now.

18 I continue to oppose the project.

Peace,

Kekailoa Perry  
Wahiawā Resident

**COMMUNITY CONCERNS CORRESPONDENCE**

Lune 21, 2020

**TO:** *Sent Via email*

Ms. Holly Yuen, HDOT Project Manager  
Leanne Ishikawa, Chair NB#26  
Silvia Manley-Koch, Vice-Chair NB#26  
Robert Lomand, secretary NB#26  
Rachael Loebig NB#26  
Michele Umaki NB#26  
Amy Perruso, Representative

Donald Awe au NB#26  
Lei Learmont NB#26  
Erin Mendelson NB#26  
Dean Harvest NB#26  
Ed Sniffen, DOT Deputy  
Donovan Dela Cruz, Senator

**RE: Comments and Corrections - Wahiawa-Whitmore Pedestrian Bridge**

Chairwoman Ishikawa, Board Members and State Officials:

I am writing for two reasons. First, to correct my statements made in a previous letter sent this past week. Second, to comment on the draft Environmental Assessment for the proposed Whitmore-Wahiawa Pedestrian Bridge project (the "proposed bridge").

1. Corrections to My Previous Comments.

On Lune 16, I wrote a letter expressing my concerns relating to the proposed Wahiawa-Whitmore bridge project. In that letter I wrongly stated that the draft EA lacked a cultural assessment. On Lune 19, Ms. Holly Yuen provided me a link to the full EA which does provide a cultural assessment in Appendix C. Therefore, I am submitting this comment as both a correction to my June 16 correspondence and restatement of my objection to the building of the proposed bridge in response to the HDOT comment period for the Draft EA.

2. Possible Arbitrary and Capricious Actions Engaged by DOT and Bridge Consultant.

At the Lune 15, 2020 Wahiawa-Whitmore Neighborhood Board (the "Board") meeting, DOT deputy Sniffen testified that based on the DOT consultant's survey, "there is strong community support for the pedestrian *bridge*." However, Board Chairwoman Ishikawa disclosed several serious facts that exposes an apparent arbitrary and capricious process. Specifically, the Chairwoman said:

- The survey was not sent or noticed to all residents of Wahiawa and Whitmore. We do not know who was notified to participate in the survey.
- The survey question(s) were arbitrarily changed midway through the data collection process but the community was not notified of the language change.
- At least one construction union (UPW) -- whose members would benefit from the building of the bridge -- sent out the survey link to its members encouraging them to participate. Not all of the union members are from Whitmore or Wahiawa.

- The online survey was not restrictive. An individual had the ability to log into the survey and register their opinions more than once. The chairwoman tested the survey and admitted registering her opinion three times without a problem.

DOT deputy Sniffen was then asked if he was aware of the flaws in the survey including the facts provided by the Chairwoman. He was not aware of the serious discrepancies.

Based on the information provided, it is evident that either the DOT, or the DOT consultant, or both, engaged in what appears to be arbitrary or capricious practices when developing and implementing the pedestrian bridge community survey. This fact alone raises serious questions regarding the lack of transparency and potential abuse surrounding the proposed pedestrian bridge development. It is especially concerning that the survey fiasco occurred AFTER our community spoke out in large numbers against the bridge at the February 2020 DOT meeting at Whitmore Village. At the very least, we are experiencing a significant failure in communication by state officials that is leading to a failure in shared governance and the community's distrust in government. Therefore, the survey should not be used by the DOT (or anyone) to justify approval and development of the pedestrian bridge.

I request that the Board and DOT take the following actions:

- Conduct an investigation on the abuses outlined above before any further action is done on the project.
- Provide full disclosure relating to how the survey was developed, implemented and tabulated, including the naming of all the parties interested or involved in the survey process.
- Require that the DOT disclose the person or persons involved in soliciting the union to advertise the survey in their newsletter. It is important to find out whether the union understands that their participation in the survey has now created a serious appearance of impropriety in government construction projects.
- Require that the **DOT** provide a clear written response on the serious improprieties that appear to have occurred in this matter including an explanation on bias and unfair practices relating to the way the survey was developed and implemented. And that the responses be provided to our Neighborhood Board and to the community (contact information available on the Board's sign-in] in the interest of full disclosure and good faith dealing.

This part of my comment was made in writing one week ago. None of the state entities or Board members responded in any meaningful way to this specific issue. How do you expect to move forward on the proposed bridge if you are unable to address the apparent impropriety associated with this process?

### 3. Outside Interests and Businesses Do Not Represent the Community Needs.

Approximately 7 individuals testified in favor of the bridge during Monday night's meeting. Three individuals testifying in favor of the bridge were not residents of Wahiawé or Whitmore. One gentleman from 'Ewa said he supports the bridge because he enjoys walking around the island. Another gentleman from Kailua representing the Kailua Bicycle club also

said that a pedestrian bridge in Wahiawa-Whitmore is beneficial for the community. A third outsider said that he represents small businesses in Wahiawa and claimed that building the bridge will improve the business climate in our community.

All of the non-residents supporting the bridge acknowledged that the community was opposed to the bridge. Still, they boldly testified that once the bridge is built we will "learn to like it." The non-residents also said that if the community "bands together" and "works together" we will learn how to make the bridge useful. These statements are condescending and ignores our community's unified and organized opposition to the bridge. To be clear:

- I do not object to a non-resident's right to speak at community meetings. However, non-resident concerns do not reflect the needs and concerns of our community on matters that directly impact our neighborhoods.
- The statements made by the non-residents were patronizing because they suggest (a) that our community is not organized unless we support the bridge and (b) that following their direction is better than thinking for ourselves.
- The Wahiawa and Whitmore community's hospitality and generosity does not mean that our community can be used as a playground for outdoor enthusiasts whose interest are contrary to our own concerns and needs.
- While non-resident business owners in Wahiawa may be providing a service to the community, those services should never outweigh the social and safety needs we are demanding from the government.
- The use of a cost/benefit analysis that ignores the economic variables impacting our community should never be used to justify the bridge. The non-resident business owner argued that a bridge will help build the small businesses in Wahiawa. The business man's argument is that the benefit of building the bridge outweighs the community's opposition to the bridge. The argument is flawed because it ignores the obvious economic and social conditions affecting our community. The ongoing economic depression, predatory capitalism, and the COVID pandemic are primary causes of our poor economy. While a few businesses [like construction] may gain a short term advantage from the bridge, it will not magically solve Wahiawa-Whitmore's economic woes or miraculously bring more businesses to the community. This business argument is self-serving.

The draft EA does not properly address the bias found in arguments made by non-residents. Neither does the draft EA deal with the bias associated with the economic analysis that skews the actual economic situation in Whitmore and Wahiawa communities.

#### 4. Community Health and Safety Concerns Ignored by DOT.

Over 12 residents spoke against the bridge. The community said that there are serious health and safety risks associated with the proposed Wahiawa and Whitmore bridge routes. The community testified that the proposed route posed a real danger because of criminal activity that has been present for over 10 years. Two young residents testified that they were fearful of the Whitmore route because of the recent death occurring there. Others noted the proliferation of drug use and criminal activity that makes the route unsafe. And, at least three

mothers said that they will not walk (with their children) in the community because of safety issues and prefer driving to nearby Mililani to walk instead.

The DOT did not provide any assurances that those safety concerns would be addressed. In fact, the DOT said that once the bridge is built, the responsibility of upkeep and safety will be handed to the City and County. At least four people testified that the City and County is already failing to provide safe and well paved streets and doubted the City's ability to maintain the bridge in these depressed economic times.

Five supporters of the bridge said that the Honolulu Police Department could serve as security for the bridge. However, HPD is not a private security firm and should not be expected to manage a bridge on top of their other important duties. In fact, the Wahiawa substation is expected to cover Mokuleia to Waimea and Central O'ahu for normal duties. Claiming that the police will now be bridge security for the Wahiawa-Whitmore users is absurd.

The testimony of the bridge supporters and the DOT position ignores the real safety concerns expressed by the Wahiawa-Whitmore community. None of the testimonies sporting the bridge provided answers that will satisfy those safety concerns. In the end, the Wahiawa-Whitmore community will be made to suffer the health and safety risks created by the bridge.

The draft EA does not adequately address the health and safety concerns of the community.

#### 5. DOT Shamelessly Exploits the Board Meeting to Wrongly Claim Public Consultation.

Community outreach and consultation is a due process guarantee under state law. The DOT administrative rules also require that "meaningful" community outreach be provided on issues like the proposed building of a pedestrian bridge. The purpose of community consultation is to facilitate and empower every day people with a significant voice in government decision making. The pedestrian bridge process used by the DOT (and its consultant] failed to ensure meaningful participation by the Wahiawa-Whitmore community.

The current process has created more distrust in the community for the following reasons:

- At the first community meeting on February 2020, the DOT "told" the community that the bridge would be built. The community was given only two options for comment: build as proposed or build with amendments. The DOT did not offer a "do not build" option for the community to comment.
- The survey relating to the project is severely flawed, misleading and was inappropriately conducted -- suggesting an arbitrary and capricious process.
- The June 15 Neighborhood Board meeting was used by the DOT to "tell" the community that the project was moving forward before the review of the draft EA was completed.

The actions taken by the DOT thus far does not come close to a meaningful community consultation. Clearly, the meetings are being used by the DOT to wrongly claim they consulted with the community when, in fact, they have not.

Therefore, the claims made in the draft EA that meaningful consultation was provided is a falsehood.

#### 6. Data in DOT Handout is Misleading and Flawed.

The DOT website provides a handout relating to the bridge. The handout reports quantitative data that is flawed and misleading. For starters:

- The handout document is not dated, lacks proper citation and has hyperlinks that do not work.
- The survey information also does not have a date.
- It is not clear how the survey was tabulated and by whom.
- It appears that the data is not statistically significant based on the number of respondents in the population you are targeting. And therefore, the data does not represent the actual views and opinions of our community.
- The handout provides survey information/questions that are contextually inconsistent.
- One question is reported to ask "if they would personally use the bridge?" for which 53% are reported as saying "no", and 36% are reported as saying "yes".
- The second question is reported to ask "if they knew someone who may use the bridge?" for which 46% said "no" and 43% said "yes".
- The handout also provides a pie chart entitled "Support for the Project". In that pie chart there are two misleading pie segments. Strongly support shows 39%. Strongly opposed shows 29%. Refused is at 12%. The numbers in the pie chart do not match the numbers from your survey and therefore appear to not be based on the same data.

The survey fails a simple eye test. The questions and results in the handout narrative do not support the accompanying pie chart conclusions. The flaws in the DOT informational handout and data suggests that the handout is: (a) a poorly developed survey, (b) a miscalculation of data tabulation, [c] a non-transparent information process or worse, (d) a purposeful manipulation of the statistics in support of a project opposed by a majority of the Wahiawa-Whitmore community.

The draft EA fails to address these procedural concerns and relies on information that is false and misleading at best.

#### 7. Traditional and Customary Rights Ignored in Violation of the Constitution.

Appendix C of the draft EA is misleading, contradictory, and evasive. Appendix C (or "the report") does not address the traditional and cultural impacts that will occur if the proposed bridge is constructed. Appendix C claims to follow a review process that follows the constitutionally protected rights of native Hawaiians under Article XII§7 and a single Hawai'i Supreme Court case, *Kg Pa'akai O Kg 'Aina v. State Land Use Commission*, 94 Hawaii 31 (September 11, 200) but stops short of actually providing significant analysis and recommendations that are inclusive of a comprehensive assessment of the Waialua and Waianae Uka areas.

In fact, the report notes that a review of the traditional and customary concerns is limited under EA consultation process. My objections to the draft EA and Appendix C relating to traditional and customary rights and cultural practices are the following:

- [a] In the entire historical reference made by the report, nothing is mentioned of one of the most epic and well known cosmologies of Hawai'i, the Kumulipo. While scant reference is given to Beckwith (who did not read or speak Hawaiian), nothing is said of the Kumulipo. The point here is that the report references Western notions of origins that point to standard "migration" studies but omits the most critical concept of origin as told through the cosmogonist genealogies of Hawaiians. Why would the report silence such an important reference? Perhaps it is because the Kumulipo provides such value and significance to the concepts of traditional and customary practices that revealing it would raise doubt about the project. Silencing a clear Hawaiian voice and analysis in the Kumulipo is a major flaw that negates the study.
- (b) The state constitution, articles XI and XII are unambiguous and require state agencies to assess the impacts any project will have on traditional and customary practices and natural resource protection. In fact, the DOT has an affirmative duty to preserve and protect the traditional and customary rights of Hawaiians including the care of lands associated with those practices. None of those legal obligations have been met by the DOT raising serious legal issues relating to the proposed bridge project.
- [c] The report demonstrates a serious cultural bias by associating the warrior history of the leilehua plain with that of the present day US military occupation of Schofield Military Reservation. Culturally and historically, the US military represents a violent part of Hawai'i as their participation in the occupation of the Kingdom of Hawai'i enabled the illegal overthrow in 1893. The militarization of Hawai'i has a very painful and agonizing history that saw the bombing of Kaho'olawe and other islands and the racially motivated Massey killing. Dr. Kyle Kajihiro's recent PhD dissertation outlines clear evidence of the terror and damage the US military occupation has on Hawaii's people, native Hawaiians and the land. To suggest that the US military occupation, abuse of the land and negative impact on our communities is equivalent to the traditional and cultural practices of native Hawaiian lua experts is vile and despicable. Moreover, the bias shown through this false equivalency severely undermines the purpose of the cultural assessment.
- (d) Appendix C evades addressing specific Hawaiian traditional and customary concerns by restating the flawed legal arguments expressed by the highly criticized "degradation principle." Under the degradation principle, an act of past destruction to a sacred or cultural site can be wrongly used to negate present cultural value. The report mistakenly claims that prior abuse to the land by the military, the plantations and the homeless invalidates any cultural value of the proposed bridge area. That conclusion is based on a racialized imperialistic concept of "significant" and "sacred" and ignores legitimate cultural concerns raised by cultural practitioners today.

- (e) Appendix C skips through periods of time from the "wa ma mua" to the present. Instead, the report reaches for fragments of history as told by Western anthropologists whose work does not always reference primary Hawaiian language sources. The stories that were chosen seem to reinforce Western myths of the savage or romantic native but provides little context for understanding the roles the stories play in the larger Hawaiian cultural experience. For example, the report relies heavily on Sahlins and Westervelt. Sahlins' work has been part of a larger critique by modern Hawaiian scholars and leaves out important points based on Hawaiian language references. Westervelt's work is clearly biased due to his need to reconcile Hawaiian mo'olelo with Western frames of thinking. Moreover, primary sources like Moses Manu should have been used before referencing Westervelt.
- (Q) The report claims that a thorough study of "traditional" culture and "Hawaiian prehistory" was done. However, a closer look shows that the report cut and paste older studies and resources that date back over 20 years. More recent scholarship for the island of O'ahu, including more complex analyses of the traditional land divisions are readily available but were not used here demonstrating glaring flaws in the report's analysis.
- (g) The report cites clear statements by historians like Kamakau, Malo, Poepoe and Fornander as well as modern references by Kahu Tom Lenchanko about the significance of the Kukaniloko complex and the breadth of its cultural land space that includes the area of the proposed bridge project. However, the report denies the valued information when concluding that there are not impacts. The statements and claims in the report are misleading and contradictory.
- (h) The 19th century accounts in the report suggest that the plantation economies damaged or negatively impacted the area were inconsequential. This is a backward way of understanding the value of cultural sites and practices.
- (i) Reference to the "Wahiawa Colony" is not just an interesting colonial-like expansion into the district. What is being lost here is that the colony is direct evidence to the need for 21st century reckoning as outlined in the United Nations Declaration of the Rights of Indigenous Peoples (the "UNDRIP"] adopted under the Obama administration. Under UNDRIP, the US and the State of Hawai'i are obligated to decolonize native occupied lands including lands that were directly impacted by settler colonial claims. Whitmore and Wahiawa are such lands and therefore, the historical references trigger the duty of the State to preserve and protect those resources for the native peoples. A proposed bridge does not fit that standard.
- (j) The report failed to conduct a current ethno-historical study of the area. However, the report noted that residents spoke strongly against the bridge during the community consultation meeting on February 26, 2020. The ethno-historical data used was lifted from previous studies unrelated to the proposed bridge. Yet, the older interviews did raise significant concerns about the **area** including the need to protect Kukaniloko and the surrounding areas. Many of those interviewed noted

that Kukaniloko is a pike for the island of O'ahu and as such, the areas surrounding it are also sacred. The conclusions of the report failed to address the impacts that any project will have on the cultural sanctity of the area. This is an oversight that should not have occurred considering the evidence presented and reported.

- (k) The report says that "The sacredness of a particular landscape feature is often cosmologically tied to the rest of the landscape as well as to other features on it. To limit a property to a specifically defined area may actually partition it from what makes it significant in the first place." The report goes on to note that the state guidelines "do not contain criteria for assessing the significance for traditional cultural properties." Thereafter, the report conjures a process for review. The result is a finding of no impacts. Such a blatant admission of procedural obtuseness followed by a blanket **approval** contrary to Hawaiian cultural values is a travesty.
- (l) The community made it quite clear that the Kukaniloko complex and the lands surrounding the complex (in Whitmore and Wahiawa) are sacred trust lands that require the utmost protection. The DOT's EA fails to acknowledge traditional and customary rights and natural resource trust obligations. That failure effectively erases the cultural significance and presence of native Hawaiians in the community. The erasure of native Hawaiians is racist and irresponsible.
- (m) On page 81 of the report, the authors conclude the following:

"As revealed in the consultation process for this and prior studies, the project area location presents a prime example of the inherent challenge of defining the boundaries of traditional cultural properties. While the focus of this assessment is the 80 acres of land, which comprises the proposed project area, some individuals consulted in the preparation of prior studies and contacted for inclusion in the current study believe that the partitioning of central O'ahu plain and the relegation of the Kilkaniloko Birthstones State Monument into a discrete 5-acre parcel discounts the greater cultural significance of the area. Rather, they view the current project area as i lobo or within a 36,000-acre traditional cultural property-pu'uhonua KUKaniloko and the katana of Wahiawa-Lihue-Helemano. To these individuals, any development activity within this 36,000-acre area would be seen as affecting the more extensive pu'uhonua KUKaniloko. To some Kikaniloko is considered the most sacred site on O'ahu or the in Hawaiian Islands, while others maintain it is the most sacred site in the world. One specific concern related to the proposed pedestrian bridge project was that the height of the proposed pedestrian bridge might adversely impact the viewshed from the currently preserved KUKaniloko Birthstones site. To this end, we recommend that HDOT includes a viewshed analysis in the environmental documentation to help guide the selection of the most appropriate crossing alignment alternative that would have little or no impact on the KUKaniloko Birthstone State Monument viewshed.

Further, in light of the significance of Kilkaniloko, we recommend that the beliefs of the guardians of KUKaniloko and other Native Hawaiians be taken into account in an effort to allow the community that values the traditional cultural property to determine its significance. To that end, we suggest that the proposed project incorporate a reference to the cultural significance of Wahiawa as the former birthplace of the L6 Ali'i and the home of the pu'uhonua KUKaniloko. We recommend that HDOT collaborate with local community members, such as the members of the Hawaiian Civic Club of Wahiawa, the Friends of KUKaniloko, and cultural practitioners to determine the best approach to creating a culturally sensitive representation of the significance of the area that will honor the beliefs

and traditional customs of the Native Hawaiian community of Wahiawa. We also recommend that this consultation be ongoing during implementation of the Wahiawa Pedestrian Bridge project and that **HDOT** keep the community informed of any changes to the proposed project that could result in previously unanticipated cultural impacts."

The conclusions reached in the report are misleading and contradictory. Acknowledging the sacred significance of the 36,000 acre cultural property of Kukaniloko means the project will have a direct negative impact on the cultural sites. The report further admits that the Kukaniloko complex is a significant site that requires the state to "take into account" the beliefs and concerns of the guardians and other native Hawaiians to determine the sites significance. The community and guardians have spoken and they all said that the bridge should not be built because it will impact traditional and cultural practices including the desecration of the area connected to Kukaniloko.

- (n) Finally, in its most hurtful admission, the report says that "it is our opinion that the recent outbreak of the novel coronavirus COVID-19 pandemic has likely had a limiting effect on the consultation process of current study." The report further concedes that "A further complication is that when seeking individuals for participation in the consultation process, we often turn to those people considered the most vulnerable to this disease, i.e. kupuna." Here the report clearly admits the flaw in their ethnographic/oral history procedures that contradict their claim that they adhered to the three point test under *Ka Pa'akai o Kg 'Aina*. Here the report claims to know that the Kukaniloko complex may, in fact, span the area of the proposed bridge. The report fails to follow their own self-imposed procedures under the three part test (1) by not properly identifying whether any valued cultural, historical, or natural resources are present, and (2) by not identifying the extent to which those resources and rights will be affected or impaired. Instead, the report admits to rights and cultural value existing then abruptly ends the analysis with a finding of no impact in direct contradiction to their own standards.

The current *facts* lead me to conclude that the DOT is purposely ignoring their obligation to native Hawaiians and natural resource preservation in violation of the constitution and state laws.

#### 8. Build the Access the Community Needs on Kamehameha Highway.

State appropriations are limited to purpose and functions outlined in the funding mechanisms of a specific legislation. However, there is ample evidence showing how the state of Hawai'i has consistently found wiggle room and creative ways to spend the money when necessary. Therefore, the DOT's claim that the pedestrian bridge money must be spent only on the current proposed bridge design and location is disingenuous.

The legislative appropriation obligates the state build a pedestrian access for the Whitmore and Wahiawa communities. The appropriation does not restrict spending to the current bridge design or location. In *fact*, the Kamehameha highway bridge between Whitmore and Wahiawé also meets the purposes outlined in the funding mechanism.

At the Monday meeting, the community members opposing the current bridge design and location offered a more reasonable and cost effective alternative. The community recommended the following:

- That the monies be spent improving an existing bridge by extending the sidewalks on both sides of the Kamehameha highway bridge toward Whitmore junction and Wahiawa near Tamura's and Seven Eleven.
- That the DOT use pre-existing infrastructure that [a] will eliminate additional environmental assessment analysis, (b) will require less time and resources to build, and [c] will involve less maintenance costs after construction.
- Equally important, the community recommendation will support the existing pedestrian traffic and needs of Whitmore and Wahiawa on an open public highway with proper lighting and existing accessible public services.

Therefore, the Board should adopt the community recommendation above because it serves the needs of Wahiawa and Whitmore, and will be the most reasonable and cost effective use of the monies.

#### 9. The DOT Weaponizes the Pandemic Against the Community and Native Hawaiians.

Indigenous scholars Huia Ihanke, Linda Tuhiwai-Smith and Graham Smith assert that colonial institutions -- like the state DOT -- utilize procedures, laws and cultural systems as weapons against indigenous communities to undermine cultural belief systems and practices. The weaponization of culture is a process where an institution will use culture to dominate the very people for whom the culture belongs. In the case of the proposed bridge, the DOT is using the draft EA and review process as a tool to undermine community opposition to the bridge. Worse, the DOT is now using the COVID pandemic as a weapon against the community.

Specifically, Appendix C concludes that,

The OEQC Guidelines for Assessing Cultural Impact also allow for the inclusion of constraints or limitations that might have affected the quality of the information obtained as a result of the ethnographic and oral history procedures conducted as part of the consultation process. To that end, it is our opinion that the recent outbreak of the novel coronavirus COVID-19 pandemic has likely had a limiting effect on the consultation process of current study. As communities around the globe are engaged in social distancing behaviors and self-imposed quarantine measures and living under the constant threat of infection and exposure, many people are no longer leaving their homes for any reason. A further complication is that when seeking individuals for participation in the consultation process, we often turn to those people considered the most vulnerable to this disease, i.e. the kUpuna. This poses a two-fold challenge, for the authors want to refrain from exposing these individuals and the solution to such preventative measures i.e. video-chat or other telecommunications are often outside the capabilities of kUpuna who either lack the necessary technology or the ability to use it. Above all however, regardless of age or technological prowess, the current pandemic has many people feeling anxious and overwhelmed as they are working from home while caring for children who are out of school, and managing the health and safety of themselves and their loved ones to the best of their ability. Thus, it is our opinion that in the current climate of uncertainty associated with COVID-19 fewer individuals are able to, or are willing to set aside the time to participate in the consultation process. Furthermore, it is our contention that the low response rate is not a reflection of low

interest in the proposed project or a lack of knowledge regarding traditional cultural properties or practices within the project area or greater study area-rather, **the limited response to requests for consultation is likely a result of the timing of the current study in the midst of a pandemic.**

The draft EA clearly recognizes that the DOT is aware that there is a "climate of uncertainty" and fear created by the pandemic making the present consultation process voidable. To knowingly move the process forward invites the community to greater exposure and risk of contracting the COVID virus and exacerbates the already heightened anxiety and overwhelming despair. Yet, even in the face of glaring opposition, the DOT still claims it will move forward with the proposed bridge for the benefit of the community. Worse, the DOT is willing to move the proposed bridge project forward even when their own report contends that the study failed to obtain the requisite community comment and participation in the consultation process. The draft EA provides ample evidence that should stop the proposed bridge. Any effort by the DOT to move forward is tantamount to weaponizing the COVID virus against the community and native Hawaiians.

### **Conclusion.**

I urge the DOT to consider the negative impact of moving the proposed pedestrian bridge forward. Since February 2020, the DOT and state legislators knew that our community opposed the bridge. We spoke loud and clear. Yet, the DOT is weaponizing a virus and culture to push the project. Why? Do our voices not count? Does the State DOT care about our community?

The community members opposing the pedestrian bridge make up a clear majority as outlined in the materials listed in the EA. The state should move the project to the existing bridge on Kamehameha highway or advocate to return the money to the state for a real community needs such as social services, economic recovery, unemployment support and public work improvements in the area. Please support the people of Wahiawa and Whitmore ending the DOT's current frivolous and hurtful endeavor and by advocating for the community recommendation recorded above.

Peace,



Kekailoa Perry, Wahiawé Resident  
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Honolulu, Hawai'i 96816  
Email: [keaomalalama@gmail.com](mailto:keaomalalama@gmail.com)

From: Keoni Ahlo <834kilaniavenue@gmail.com>  
Sent: Saturday, June 20, 2020 2:36 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] YES! Please build the Wahiawa Pedestrian Bridge

Dear Ms. Yuen,

The Wahiawa business economy is in a slump and the pedestrian bridge could really make a positive impact on our community. Please build the pedestrian bridge and help Wahiawa be more self-sufficient! Thank you for your time and consideration.

Sincerely,  
834 Kilani Avenue LLC

## **Wahiawa Community & Business Association**

Recipient: Holly Yuen

Letter: Greetings,  
Wahiawa Pedestrian Bridge

# Comments

Name	Location	Date	Comment
Paul Klink	Honolulu, HI	2020-06-20	"Safety First.Live Aloha, Paul"
Gwyn Kesler	Hyattsville, US	2020-06-20	"Wahiawa will always be home for me, and I want it to be safe for everyone."
Lilette A Yamamoto Subedi	Whitmore Village, Wahiawa, HI	2020-06-20	"I'm signing because I believe that the pedestrian bridge will bring positive psycho-socio-economic and cultural changes to both towns. Safety of residents and guests will improve tremendously, our carbon footprint will be reduced, health and well-being will be enhanced. This is an incredible opportunity for both towns of our a Central O'ahu community to come together, and work on "cleaning up" our environment with state and local governmental assistance. Ongoing and long term maintenance will be contingent upon private-public partnerships (residents, businesses, and governmental departments/agencies) thriving and persisting because of community pride and positive socio-economic stability."
Kayla Pattle	Mililani, HI	2020-06-20	"I believe in this cause"
Paige Ahlo	Mililani, US	2020-06-20	"Safety first!"
Tanya Ahina	Mililani, HI	2020-06-21	"Yes I believe this bridge is a much needed value add to the community on so many levels."

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From: Keoni Ahlo <[keoni@ahlo.com](mailto:keoni@ahlo.com)>  
Sent: Saturday, June 20, 2020 10:14 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] YES! I support the Wahiawa Pedestrian Bridge

Dear Ms. Yuen,

I hope this email finds you safe and in good health.

My name is Keoni Ahlo, I am the president of the Wahiawa Community & Business Association (WCBA) and wanted to reach out to you to let you know that the WCBA fully supports the planned and funded pedestrian bridge initiative. We believe that this is a unprecedented opportunity for our community and strongly advocate on behalf of it being built.

We understand there is a small group resisting the project, but we feel that it's not the community's general opinion to oppose this project. In fact, so many people who are in favor of the project have reached out to me in support of the bridge after the recent neighborhood board meeting, indicating that they too intimidated to testify on behalf of the project due to the often erratic and hostile nature of this small opposing group. Wahiawa is a quiet town, with beautiful and humble people, so it is understandable that members of this community might be intimidated. We simply cannot stand by the wayside and allow their voices to be silenced, so we created a petition in support of the bridge, which can be found here:

<https://www.change.org/wahiawapedestrianbridge>

The WCBA's Facebook post regarding our position on the pedestrian bridge can be found here:

<https://www.facebook.com/OurWahiawa>

I apologize in advance for the number of emails that you may be receiving due to this petition, but please know that this project could affect such positive change in a community that very much needs a shot in the arm, so-to-speak. The business economy in Wahiawa is lagging, and shops are closing. The local mall has many vacancies, some for years now. If this town is to survive, especially in light of the current pandemic, this bridge might be Wahiawa's only hope to keep it from sinking into a local recession.

Also, as you know, the current walking/biking path from Wahiawa to Whitmore along Kamehameha Highway is extremely dangerous. I recently rode a bicycle along that path and it was extremely frightening—and I'm an experienced bicyclist. This alone justifies building the bridge as an alternate route. Let's not wait for tragedy to strike before moving forward with the pedestrian bridge, as it provides a solution to an existing problem.

Thank you for hearing me out, and mahalo for all that you do for our great State. I know that the DOT's job can often be a thankless one, but do know that we truly appreciate all that you do for our communities. Take care and have a wonderful weekend!

Aloha,  
Keoni Ahlo  
President, Wahiawa Community & Business Association

From: Kimberly S <[kimberlywsanchez@gmail.com](mailto:kimberlywsanchez@gmail.com)>  
Sent: Monday, June 22, 2020 9:41 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] \*\*\*No Wahiawa Pedestrian Bridge!!\*\*\*

NAME: Kimberly Sanchez  
ADDRESS: 140 Karsten Drive, Wahiawa, Hawaii 96786  
PHONE NUMBER: 808-388-5010  
EMAIL ADDRESS: [kimberlywsanchez@gmail.com](mailto:kimberlywsanchez@gmail.com)

Ms. Holly Yuen,

Aloha & Good Morning! I have had some time to fairly review the DEA and also attend the Wahiawa Townhall Meeting to fully engage and voice my concerns with the bridge.

First of all, after careful review with no intention of fixing the joining roads (Palm Street, Cane Street, and Koa Street) what would be the purpose of building the bridge when the first intention to make it safer for pedestrian to walk and/or ride a bike on the bridge when they are to walk/ride on roads that are not safe. The logic does not add up. I am living in Wahiawa 3rd generation Hawaiian/Filipino Woman. I am proud of this community and I know that we as a community should be heard and accounted for when things like building this bridge is not for our community because we live in it and know that his is not what is needed especially with a homeless encampment with drugged up people walking there. The pedestrian bridge will more and more of them to pedestrian bridge and more of the druggies and homeless will make it where people won't want to use it because of that reason.

Secondly, there are times when I can be impressed by the things that the State of Hawaii can do but I also would like to say that during this last townhall meeting June 15th the Department of Transportation representative did not have answers to questions that were being asked. Then I ask again WHY? Why build it if he doesn't have answers.

Thirdly, I would also like to propose an idea that since Wahiawa seems to be an entry point to the Northshore I feel that in order to negate our community costs for road fixing can we possibly charge non-residents (tourists and tourist bus tours) that pass through after busting up our roads charge a feel like a toll fee to use the bridges to get there.

Last of all, I have created a [change.org](https://www.change.org) petition. Please take this as others who have more voice in our community as of now 165 petitions have been signed here to say no to this bridge.

[https://www.change.org/wahiawa\\_says\\_no\\_pedestrian\\_bridge](https://www.change.org/wahiawa_says_no_pedestrian_bridge)

Please listen to the people of Wahiawa as we do not approve of this bridge.

Mahalo Nui Ms Holly Yuen!

--  
Kimberly W. Sanchez  
[kimberlywsanchez@gmail.com](mailto:kimberlywsanchez@gmail.com)  
(808) 388-5010

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From: Lawrence Friedman <[atufriedman@gmail.com](mailto:atufriedman@gmail.com)>  
Sent: Monday, June 15, 2020 2:05 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawā Pedestrian Bridge

Holly,

**HDOT needs to know know that i want the Wahiawā Pedestrian Bridge built**

(please excuse typographical errors, sent from iPhone)

Best,  
Lawrence

From: lilbear098 <[lilbear098@gmail.com](mailto:lilbear098@gmail.com)>

Sent: Monday, June 22, 2020 4:56 PM

To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>

Subject: [EXTERNAL] YES! Please build the Wahiawa Pedestrian Bridge

Dear Ms. Yuen, I feel that walking or bicycling between Wahiawa town and Whitmore along Kamehameha Highway is very dangerous. Please build the pedestrian bridge before someone gets hurt! Thank you for your time and consideration.

Sent from my Verizon, Samsung Galaxy smartphone

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From: Corkies Mom <[corkiesmom@hotmail.com](mailto:corkiesmom@hotmail.com)>  
Sent: Monday, June 15, 2020 11:52 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawā Bike/Ped Bridge Project

Aloha Holly,

Please count my "yes" vote for the **Wahiawā Bike/Ped Bridge Project**.

thank you,  
Linda Chiu

From: Lisa Tojo <[lisa.tojo@gmail.com](mailto:lisa.tojo@gmail.com)>  
Sent: Sunday, June 21, 2020 8:42 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian/Bike Bridge

Aloha:

I'm writing I support of this worthwhile project to enhance the quality of life of the Wahiawa community and set an example for similar projects statewide that encourage walking and biking trails.

It is a noble effort to encourage healthy lifestyles that appreciate nature and the outdoors. May we continue to be mindful of our civic responsibility to be caretakers of our environment and it's impact on climate change.

Kind regards,

Lisa Tojo

From: Lita Inouye <litainouye@yahoo.com>

Sent: Monday, June 22, 2020 10:46 AM

To: Yuen, Holly <holly.yuen@hawaii.gov>

Subject: [EXTERNAL] The proposed bridge from Whitmore Village to Wahiawa Town.

I'm against this proposal because I think we'll have more problems the homeless and the drug dealers that already use the existing bridge as drug exchanges. You see expensive cars parked there and guys with gold jewelry going in and out the camps. So another bridge gives them more room for their monkey business.

Sent from my iPhone

From: Lori McCarney <[lorimccarney@gmail.com](mailto:lorimccarney@gmail.com)>  
Sent: Monday, June 22, 2020 10:34 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Aloha Ms. Yuen,

I am writing, as an individual, in support of the Wahiawa Pedestrian Bridge.

It's been my experience that there will be opposition to most things new. But, as I found in introducing Biki and then the first Open Street initiative in Hawaii—Kalakaua Open Street Sundays, I've found that once people see usage, opposition quickly turns to support.

People want to have the option to safely walk and bike when it makes sense for them. The Wahiawa Pedestrian Bridge gives more people that option.

Thank you,

Lori McCarney  
[lorimccarney@gmail.com](mailto:lorimccarney@gmail.com)  
808-347-0833  
[www.lorimccarney.com](http://www.lorimccarney.com)

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From: I t <[toshiephd@hotmail.com](mailto:toshiephd@hotmail.com)>  
Sent: Tuesday, June 16, 2020 2:53 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>; I t <[toshiephd@hotmail.com](mailto:toshiephd@hotmail.com)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Dear Ms. Yuen,

I am a member of the Hawaii Bicycling League here on Oahu. As you know Mayor Caldwell is an avid supporter of cycling in Hawaii both as transportation and sports. With the COVID-19 scenario, it has become very clear how important cycling is and can be to our local community (such as the Waikiki Open Street Day). The creation of a pedestrian bridge that accommodates bicycles is a necessary part of the projected plan.

We in the cycling community ride all over the island and the projected bridge is an important addition for ALL of Oahu's population.

Thank you for your interest in this message.

Mahalo,

Lynn Murata

Hawaii Bicycling League

From: Mahlon Moore <[mahlonmoore@gmail.com](mailto:mahlonmoore@gmail.com)>  
Sent: Monday, June 15, 2020 10:57 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

As a long-time traffic reporter for numerous Oahu radio stations, I know the dangers encountered by pedestrians and bicyclists attempting to cross the Karsten-Thot Bridge and travel along Kamehameha Highway between Wahiawa and Whitmore Avenue.

The pedestrian/bike bridge will be a great asset to that area and will go a long way to prevent accidents - and even save lives.

Please share my support for this important project.

Aloha,

Mahlon Moore  
808-256-7221

From: Manifest Health <[manifest\\_health@yahoo.com](mailto:manifest_health@yahoo.com)>

Sent: Monday, June 22, 2020 7:34 AM

To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>

Subject: [EXTERNAL] Wahiawa Bridge initiative

Aloha,

I would like to lend my support to building a family-friendly pedestrian bridge in Wahiawa. When everything closed down for COVID19 I noticed people getting outdoors for exercise and sanity; walking everywhere they could. Someone was wise enough to build a beautiful sidewalk and park along the Lagoon near the airport and now Lagoon drive is a mecca for cyclists of all ages, joggers, families walking with their children or dogs, in what could have been just another ugly industrial area.

We need facilities for local people, not just tourist attractions. Please support the Wahiawa/Whitmore bridge.

Mahalo,

Jai Fetcher  
Pearl City, HI

From: Marcelle Arakaki <[marcelle808@gmail.com](mailto:marcelle808@gmail.com)>  
Sent: Monday, June 22, 2020 5:03 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support of Wahiawa Pedestrian Bridge

I am writing to support the proposed Wahiawa Pedestrian Bridge.

While I am not a resident of Wahiawa, I have personally cycled over the Karsten Thot Bridge via Kamehameha Highway either on the way to Haleiwa or from Haleiwa into Wahiawa. It's a narrow road even without bicycles and/or pedestrians trying to cross it. As a cyclist, we would ride over the bridge as quickly as we could before cars came.

A couple years ago two friends were cycling across the bridge, and they were both struck by a truck - the driver was texting. My friends survived, but the trauma was great.

I currently live in Nanakuli on the Leeward Coast. For years on Farrington Highway we had no sidewalks and barely enough room on the side of the road for people to walk, unless they did so in a single file. We now have a wider highway, with an actual sidewalk. I see people walking (for exercise), going to the beach, walking their dogs and bicycling along the wider shoulders. And now there is a safer place to sit while waiting for the bus. We are lucky for the improvement the DOT has made so far!

I say this because I think initially the community of Nanakuli did not support the wider highway and turn lanes, and sidewalks. But now, we can see that the improvement has been a benefit to the entire Leeward community. I believe that if this new Pedestrian Bridge is built, even those who now say they would not use it, will come to see what a benefit it will be for their community and they will use it. The community and those who come through to visit will enjoy the safer alternative this path will provide.

Thank you for allowing us to show our support of this plan for the community of Whitmore Village and Wahiawa.

Aloha,  
Marcelle Arakaki

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From: MZM <[mzm@hawaii.rr.com](mailto:mzm@hawaii.rr.com)>  
Sent: Monday, June 15, 2020 12:57 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] YES Wahiawa Bridge!!!!

Aloha, Holly. Please please please allow the Wahiawa Pedestrian Bridge to be built to accommodate bicyclists! My son was born in Wahiawa hospital - and my husband and I have lived in Mililani for more than 20 twenty years. We are avid bicyclists - we're in our late 60s and early 70s and we LOVE bicycling with friends and family. It's been such a joy and healthy activity for all of us. By building that pedestrian bridge, you are encouraging and supporting ongoing health and joy for all of us on Oahu!

Mahalo nui loa for listening...  
Best,  
Marcia Zina Mager & Dennis E. Aubrey

From: Mary Ann Ware <gomaw@icloud.com>  
Sent: Monday, June 22, 2020 10:13 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] I support the wahiawa pedestrian bridge!!!

Safety got bikes z a Nd pedestrians

From: Mary Bello <[mary@bellosmillwork.com](mailto:mary@bellosmillwork.com)>  
Sent: Monday, June 22, 2020 2:18 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge Project

Reference: Wahiawa Pedestrian Bridge Project

Ms. Holly Yuen,

Are you kidding? What a waste of money. I can't believe that you are still considering this project. After reading the comments in today's Star Advertiser my confidence in our local government is at an all-time low. We all know that it will become an eyesore, a maintenance issue, a safety concern, a new area for homeless encampments and, as it is being newly constructed, over budget.

Who is vying for this project? Not the vast majority people of our community. This is being pushed by the people who have a financial stake. Do they live in our community?

Why would a walking bridge benefit our two communities? Have you surveyed how many Whitmore residents work in Wahiawa? Of those, have you asked them how many would walk to work? Do you walk to work in the rain, under the blazing sun, in the dark?

This is an idea of the past. Times change. This time I agree with the people of Whitmore and Wahiawa who are against this bridge. It's time that you man-up, shelf this project, use the money somewhere constructive and move on. And that doesn't mean spending money to

plant native grass on our highways to be overtaken by weeds in a month... but then, that is a whole other topic. ☹

As a 4<sup>th</sup> generation Wahiawa resident I feel that this project is not going to be an asset for our community now or in the future. Instead, focus on parking for small businesses! Improve the sidewalks on Kamehameha Hwy!

Thank you,

Mary Bello  
Bello's Millwork Inc.  
401 N. Cane Street B3  
Wahiawa, HI 96786  
808-621-7282  
[mary@bellosmillwork.com](mailto:mary@bellosmillwork.com)

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From: Mary Jane Bruening <[napuailima@cox.net](mailto:napuailima@cox.net)>  
Sent: Monday, June 15, 2020 1:05 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa pedestrian bridge

I support and encourage the Hawai'i Department of Transportation to construct a **shared use bicycle/pedestrian path** and 500ft long non-vehicular bridge between Whitmore Avenue and Wahiawā Town over the Ki'iki'i Stream **connecting Whitmore Village with the Wahiawā Town and Transit Center.**

Mary Jane Bruening

Sent from my iPad

From: 星野真隆 <[masatakahoshino@gmail.com](mailto:masatakahoshino@gmail.com)>  
Sent: Saturday, June 20, 2020 2:49 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL]

I support the Wahiawa Pedestrian Bridge.

From: [MFINNEGAN@hawaii.rr.com](mailto:MFINNEGAN@hawaii.rr.com) <[MFINNEGAN@hawaii.rr.com](mailto:MFINNEGAN@hawaii.rr.com)>

Sent: Thursday, May 28, 2020 1:19 PM

To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>

Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Dear Miss Yuen,

I'm emailing to let you know I have not changed my mind about the Wahiawa Pedestrian Bridge.

I do not think it would be a good thing for Wahiawa considering our already-serious issues with homelessness and drug traffic. I don't think it would be safe to use.

Thank you,

Maureen Finnegan

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From: m m <[melenmar1@yahoo.com](mailto:melenmar1@yahoo.com)>  
Sent: Monday, June 15, 2020 6:42 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] WAHIAWA PED BRIDGE BUILT

Please help move forward with the Wahiawa Pedestrian Bridge built. Please.

Thank you

[Sent from Yahoo for iPhone](#)

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From: Melissa SimLB <[melissab\\_95@hotmail.com](mailto:melissab_95@hotmail.com)>  
Sent: Monday, June 15, 2020 3:25 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: Hawaii Bicycling League <[bicycle@hbl.org](mailto:bicycle@hbl.org)>  
Subject: [EXTERNAL] Wahiawā Bike/Ped Bridge Project

Aloha Holly,

I am a resident of Oahu and would like to voice my support and concern for the Wahiawa Bike/Ped Bridge Project.

I frequently drive to all sides and neighborhoods of our beautiful island.....(BY MYSELF) and without the ability to access residential or commercial zones other than a 4 -wheel vehicle.

Living on an island and clearly an urban/major metropolitan city without sufficient facilitation for multimodal transportation is a clear indicator that alternate options of transportation outside of bus and cars and larger vehicles are detrimental to "sustainability" for our chain of islands and its economy. I am also doing research for business using this mode of transportation and any lack of access to resident homes or businesses, further lowers feasibility and appropriate accommodations for small business. Business decisions and surveys cannot rest on the laurels or results of one neighborhood. This affects all island residents/businesses and is certainly a collective effort.

I write in complete support of building the Wahiawa Bike/Ped Bridge project, connecting Whitmore Village with the Wahiawā Town and Transit Center.

Thank you,

Melissa Los Banos  
808-205-2824

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From: Mel Nakahata <[mnakahata@bikeshophawaii.com](mailto:mnakahata@bikeshophawaii.com)>  
Sent: Thursday, June 18, 2020 11:27 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedstrian btidge Project

Aloha Holly,

I am a resident of Central Oahu and supporter of the Wahiawa Pedestrian Bridge Project. I ask and urge you to push this project forwards to provide a safe corridor for connecting the residents of the Wahiawa community with each other.

Mahalo,

Mel Nakahata

Waipio Gentry resident

Sent from [Mail](#) for Windows 10

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From: Manago, Michael <[Michael.Manago@boh.com](mailto:Michael.Manago@boh.com)>  
Sent: Friday, June 19, 2020 3:23 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa - Bike- Pedestrian Bridge Project

Hello Holly:

I am emailing you to voice my support for the Wahiawa – Bike/Pedestrian Bridge project. My brother Zachary Manago was killed while riding a bike. Prior to his accident he wrote a college paper on bike safety. Anything to perpetuate his vision of bike safety and pedestrian safety is dear to my heart.

Thank you,

Mike Manago

[Click here to view my website!](#)



Michael Manago  
Senior Loan Officer - Main Branch  
NMLS# 617729  
Bank of Hawaii

Email: [michael.manago@boh.com](mailto:michael.manago@boh.com)  
Phone: 808-694-8533  
Cell: 808-347-5668  
Fax: 808-694-4244

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From: Mike Packard <[mypackard@gmail.com](mailto:mypackard@gmail.com)>  
Sent: Monday, June 22, 2020 12:15 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa-Whitmore Village Ped/Bike Bridge

I am writing in support of the proposed Wahiawa-Whitmore Village pedestrian/bike bridge. These two communities could stand to better support each other, while also reducing the need for personal vehicle trips, through the construction of the proposed bridge. This would enable residents of Whitmore Village to improve access to essential services, schools, shops, and parks that are located in Wahiawa. This includes the bus transit center which would enable residents without vehicles, to have additional alternatives for travel. This would help increase multimodal accessibility and safety while reducing vehicle miles traveled, thereby reducing traffic congestion and resulting carbon emissions.

Thanks,

Mike Packard

From: Nahoku Ahlo <nahokuahlo@icloud.com>  
Sent: Saturday, June 20, 2020 2:07 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] YES! Please build the Wahiawa Pedestrian Bridge

Dear Ms. Yuen, I feel that walking or bicycling between Wahiawa town and Whitmore along Kamehameha Highway is very dangerous. Please build the pedestrian bridge before someone gets hurt! Thank you for your time and consideration.

Mahalo,  
Nahoku

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From: Nanci M Billings <[jbill460@wavecable.com](mailto:jbill460@wavecable.com)>  
Sent: Sunday, June 21, 2020 12:13 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa pedestrian Bridge

Dear Ms Yuen

I strongly support the pedestrian bridge connecting Whitmore Village to Wahiawa. I went to Leilehua High School, and every school day, had to walk to downtown Wahiawa to catch the bus home. The bus was far and few between, and so the wait time was spent sitting at the bus station. My family lived in Whitmore Village, and we did not have a car, so I could not be driven home.

How nice it would have been for me to walk home in time to complete homework and chores, instead of waiting at the bus station, so I know first hand the need for the bridge to make it easier for children and families, who do not have a vehicle), to walk. or bike safely to school, or shop in Wahiawa. How much easier it would be, and business would benefit from the bridge. Please consider building the bridge especially for the children and people of the Village, The library would be more accessible for reading and studying as well.

Thank you

# Nanci Billings

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From: [currendavison@yahoo.com](mailto:currendavison@yahoo.com) <[currendavison@yahoo.com](mailto:currendavison@yahoo.com)>  
Sent: Monday, June 15, 2020 7:01 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support for the Wahiawa Bike/Pedestrian Bridge

Aloha Holly

I am writing in support of the Wahiawa Bike/Pedestrian Bridge project. As a cyclist living in Mililani I would like to see a safer biking (and pedestrian) route between Central Oahu and the North Shore. This project will also help connect two communities and increase their transportation options. In addition with the COVID-19 crisis more people are reluctant to ride on public transport and a dedicated bike/ped bridge will give everyone another more direct route.

Many recent bike projects have initially met with negative or skeptical reactions, but the protected bike lanes in Honolulu and the Biki bikes have resulted in an increase in bike usage and community support. The Wahiawa project will further contribute to our complete streets.

Mahalo  
Nicky Davison

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From: Nick Manago <[nick.manago@westpacwealth.com](mailto:nick.manago@westpacwealth.com)>  
Sent: Friday, June 19, 2020 2:57 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] ## Wahiawā Bike/Ped Bridge Project (Sent Securely)

Aloha Holly,

I am submitting my comments in support of Wahiawā Bike/Pedestrian Bridge Project.

As a bicycle advocate, I always want safer streets for cyclists. My brother, Zachary Manago, was the biggest bicycle enthusiast I knew, and he didn't always feel comfortable riding on the roads. In 2010, he passed away in a hit and run while riding with a group of friends. We never thought we would lose him at such a young age. We don't want accidents like his to happen, so having Wahiawā Bike/Pedestrian Bridge Project may prevent another accident from happening to someone's family.

Mahalo,  
Nick Manago

---

Nicholas H Manago | Financial Representative

Westpac Wealth Partners | [Locations](#)

P 808.695.2100 | C 808.753.2741

[Nick.Manago@WestpacWealth.com](mailto:Nick.Manago@WestpacWealth.com)

677 Ala Moana Blvd. Suite 720 Honolulu, HI 96813



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From: Paige Ahlo <paige@ahlo.com>  
Sent: Monday, June 22, 2020 9:38 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] YES! Please build the Wahiawa Pedestrian Bridge

Dear Ms. Yuen, I feel that walking or bicycling between Wahiawa town and Whitmore along Kamehameha Highway is very dangerous. Please build the pedestrian bridge before someone gets hurt! Thank you for your time and consideration.

From: Paige Ahlo <paigeksahlo@gmail.com>  
Sent: Monday, June 22, 2020 9:38 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] YES! Please build the Wahiawa Pedestrian Bridge

Dear Ms. Yuen, the Wahiawa business economy is in a slump and the pedestrian bridge could really make a positive impact on our community. Please build the pedestrian bridge and help Wahiawa be more self-sufficient! Thank you for your time and consideration.

From: Patricia Johnson <[patriciagj@aol.com](mailto:patriciagj@aol.com)>

Sent: Tuesday, June 16, 2020 7:49 PM

To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>

Subject: [EXTERNAL] I'm in support of the Wahiawa Bridge - Patricia Johnson

From: Patricia Johnson <patriciagj73@icloud.com>  
Sent: Monday, June 22, 2020 12:16 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Support Wahiawa Bridge!

Sent from my iPhone

From: Patricia Neils <patneils5@yahoo.com>  
Sent: Sunday, June 21, 2020 1:50 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa pedestrian bridge

I support Wahiawa pedestrian bridge. It is an environmentally friendly and physically healthy to commute and recreate in Hawaii.  
Pa Neils.

Sent from my iPad

From: Pat Suzuki <[psuzuki1106@gmail.com](mailto:psuzuki1106@gmail.com)>  
Sent: Sunday, June 14, 2020 4:32 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: Kennedy, Henry <[henry.kennedy@hawaii.gov](mailto:henry.kennedy@hawaii.gov)>  
Subject: [EXTERNAL] Re: Wahiawa Pedestrian Bridge - Draft EA Public Notification

How can the State continue to consider proceeding with this project during this pandemic time?  
Project funds can be used to aid the community in better ways than building a bridge that our community objected to during the community hearing earlier this year.

Society has changed since the original proposal for this project, decades ago, it's totally outdated.  
This project would only benefit the homeless that would have another place to take over, it would not be used by the Wahiawa/Whitmore Village community (who pay taxes). I would never use it. 4

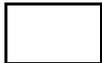
Redirect the funds to the State General funds and help the Wahiawa General Hospital. It's an important medical facility for central and northern parts of Oahu. SAVE THE HOSPITAL

Don't do it. The State and this project will be chastised for unnecessary and excessive spending.

The corona virus has changed us in ways we never imagined. Tax dollars should be used in ways to benefit the entire State of Hawaii.

DON'T CONTINUE TO PUT ANYMORE MONEY INTO THIS PROJECT.

STOP THIS PROJECT NOW!



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On Wed, May 27, 2020 at 11:13 AM Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)> wrote:

Aloha,

Please see attached for information regarding the Wahiawa Pedestrian Bridge Project and how to access the Draft Environmental Assessment, which is now available for review. HDOT thanks you for your consideration and continued interest in the proposed project.

Mahalo, holly

From: Pat Suzuki <[psuzuki1106@gmail.com](mailto:psuzuki1106@gmail.com)>  
Sent: Sunday, June 21, 2020 6:41 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Do not continue to waste State funds to proceed with this project.

If something must be done, plan on making improvements to the Karsten Thot Bridge. Expand the bridge to include a bikeway and pedestrian walkway or design a separate pedestrian bridge parallel to it. Provide a continued pathway heading north to join up to Whitmore Avenue.

When construction began on the bridge entering Wahiawa they contraflowed the traffic. Don't remember how long it took, but we got through it. There was a lot less traffic back then but that was then and now is now.

Why can't a span of concrete be positioned like how they do freeway overpass. Can a proposal be done to explore other options?

This project needs to stop.



Virus-free. [www.avg.com](http://www.avg.com)

From: Pat Suzuki <[psuzuki1106@gmail.com](mailto:psuzuki1106@gmail.com)>  
Sent: Monday, June 22, 2020 8:08 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>; Kennedy, Henry <  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge Project

Just read the Honolulu Star Advertiser article on the project. Front page news! Regarding your polling percentage. According to the article your online survey was not conducted in a very accurate manner to gather public opinion. By people taking the survey multiple times your percentage of yes/no is incorrect. A person can have only one opinion, yes, no or undecided. I emailed you on March 9, 2020 that when I went on to take the survey, there was a problem with the survey. I said that a location of the project needed to be selected before proceeding. No option of "none". Your survey would reflect support which was totally unfair. You emailed me about how to proceed, but when I went back on the survey had been corrected and there was an option for location as NONE. I forget how it was exactly stated but I was able to select NONE and complete the survey as a NO vote.

How can the State use such deceiving polling numbers to show support for the project? The opinion survey should have been done by each address.

Be fair and let the public voice it's opinion. I sincerely believe the majority of residents oppose this project.

This is a 30 year old idea that is completely outdated.

Use the \$15 million to improve the Karsten Thot bridge. Expand the bridge to allow for a pedestrian and bike way.

[henry.kennedy@hawaii.gov](mailto:henry.kennedy@hawaii.gov)>



Virus-free. [www.avg.com](http://www.avg.com)

From: Paul Soriano <[psoriano1991@yahoo.com](mailto:psoriano1991@yahoo.com)>

Sent: Monday, June 22, 2020 3:07 PM

To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>; Jeanne Ishikawa <[injeanneish@yahoo.com](mailto:injeanneish@yahoo.com)>

Subject: [EXTERNAL] Whitmore/Wahiawa Pedestrian Bridge

Aloha Holly and Jeanne,

I am a third generation Wahiawa resident. Five years ago, my wife and I moved back to Wahiawa after our children started college on the mainland. Growing up in Wahiawa, I had friends in Wahiawa, Whitmore and Poamoho Camp. I understand that times change compared to when I was young, we were more independent and took the bus, biked and walked.

Growing up, I had friends that took the bus from Whitmore, had to transfer to attend school. Recently when I at church, I heard other members mentioning how they could not get home to Whitmore because of the traffic issue and their family members couldn't leave to get to an appointment in Wahiawa because of the traffic.

I am in favor of the pedestrian bridge. As a Wahiawa citizen who enjoys riding my bicycle, it will give me alternate routes to use. I currently ride all around Wahiawa and do not really leave because I really do not like using Karsten Thot Bridge. The road is very tight and the homeless issue down there is very bad.

When reflecting on the impact to Wahiawa and Whitmore, it will give Whitmore residents options. Children who attend Wahiawa Intermediate and Leileihua High could take the bridge to school if there is traffic or if they do not have a ride. It will allow others access to Wahiawa town (Satellite City Hall, doctor appointments etc.). It will give a faster route to Whitmore for Wahiawa residents to the fish at Ali'i Agricultural Farms

Wahiawa's businesses have boomed and doomed with the Military. This could give the businesses an opportunity for residents who just drive past.

I do not discount the concerns of crime and homeless. Just as when I was growing up, the Botanical Bridge and Gym area were concerns. I remember the community working with the Police and it is still work in progress. The police and community will need to manage this very similarly.

I look forward to Living and Playing in Wahiawa as I did as a youngster and this bridge will help me stay active.

Mahalo,

Paul Soriano

From: Poni Askew <poni@streetgrindz.com>  
Sent: Monday, June 22, 2020 3:47 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] YES! Please build the Wahiawa Pedestrian Bridge

Dear Ms. Yuen, I feel that walking or bicycling between Wahiawa town and Whitmore along Kamehameha Highway is very dangerous. Please build the pedestrian bridge before someone gets hurt! Thank you for your time and consideration.

Mahalo,  
Poni Askew  
Community member and Business member

Sent from my iPhone

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From: Priscilla Rodriguez <[tambora@mac.com](mailto:tambora@mac.com)>  
Sent: Monday, June 15, 2020 1:40 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawā Pedestrian Bridge

Aloha Ma'am,

My family and friends want the Wahiawā Pedestrian Bridge built. We should work together to support every pedestrian and bicycle project on O'ahu. Please help make O'ahu a pedestrian and bicycle friendly place

Mahalo

Sincerely,

Priscilla Rodriguez and family & friends

From: Ralph Nakama <rkn45559@gmail.com>  
Sent: Wednesday, June 17, 2020 6:14 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

I support the building of this bridge. Please help to get it built.

Mahalo,  
Ralph Nakama

R. Kaiulani Kauahi  
440 Kanoelehua Place  
Wahiawa, Hawaii 96786

June 19, 2020

Aloha Ms. Yuen,

I do not support the Wahiawé Pedestrian Bridge Project.

As a 62-year resident of Wahiawa I have seen many changes to our community. Many of them are not positive. The influx of the number of homeless is horrendous. There was a time when we knew our homeless because they were from Wahiawa town. They were not violent towards other people.

This is no longer true. There was a time when we felt safe walking around Wahiawa at night. Not anymore. When the sun is set, I go home. I do not do any shopping or eating out in our town. It is not safe. Besides in the town itself, the homeless are in the residential neighborhoods stealing from homes. They go through people's *garages and* yards. They will go through people's properties in order to enter the Kaukonahua gulch area between Wahiawa and Whitmore.

This population has a detrimental effect on the health, safety and economics of the community. Yet it seems that very little is being done to stop this. Building this bridge will provide yet another venue for the homeless/chronics to live near/by/under - preying on people of all ages. The homeless use the town as their personal toilet and trashcan, so I can see them using this pathway in the same manner. This is so very unacceptable.

I was not at the June 15th Wahiawa/Whitmore Neighborhood Board meeting. However, someone from the community recorded and shared it on Facebook. Citizens voiced their concerns with the skewed results from the survey. Citizens also voiced their concern that people outside of the community were participating in the survey. Doing so is maha'oi (rude, impertinent) on their part. You don't go into another community and vote for something - especially if it is going to personally line your wallet. This is just wrong.

First, per the two-page handout, there were 4,142 surveys distributed, with only 345 responding - roughly 8.33%. That is an inadequate number of respondents to determine need, usage and support for the project. I myself did not receive a survey.

Second, in the handout narrative it states of the 8.33% that responded:

- 53% voted NO they would not use the bridge,
- 35% voted YES they would use the bridge; and,
- 11% voted UNSURE that they would use the bridge.

The next part of the narrative states of the 8.33% that responded:

- 46% stated they do not know of anyone who would use the bridge,
- 43% stated they do know people who would use the bridge, and,
- 11% stated they are unsure.

This is a purely speculative question that does not lend to the accuracy of the survey. We all may know of someone that would use the bridge; however, it does not justify building it.

Third, the pie chart to the right of the survey results narrative is inconsistent with the numbers provided. The *pie chart* states:

- 39% in support,
- 29% in opposition;
- 10% in somewhat support,
- 5% in somewhat opposition,
- 5% were neutral, and,
- 12% refused.

How can? 53% voted NO and 46% do not know of anyone to use the bridge magically comes out to 39% in support? Don't fudge the numbers to support building the pedestrian bridge.

It was stated that at an earlier meeting approximately 40-50 people from the Agri-business in Whitmore would use the bridge. \$12.5 million bridge for 40-50 people. Very poor justification.

There are safety issues pertaining to the bridge. One of the drawings have the railings are at 3-feet 6-inches high. That seems very low, especially for someone on top of a bicycle who could inadvertently get knocked over.

- Who will be responsible to maintain safety for people using the bridge? HPD? They are already overtaxed taking care of Mililani, Wahiawa and Waiialua.
- What is going to prevent people from falling or jumping over?
- What is going to prevent people from throwing objects over the bridge, polluting that stream area below?
- What about the possibility of the illegal uses of the bridge for bridge/bungee jumping?
- As a parent, I would not let me children use that bridge with or without me.
- How will the properties on both side of the bridges going to be safe with opening their properties to an influx of people transiting near their properties? Will some of the \$12.5 million go towards building fences and security systems to prevent wrong doing? I doubt it.

Who is going to maintain the areas in and around the bridge? Both the State of Hawai'i and the City and County of Honolulu have terrible safety, care and maintenance track records. I know this because I have worked for both the State and City.

Kilkaniloko is a sacred site much larger than the 5 acres it is left to. Wahiawa is Ktlkaniloko. Building this bridge would be further desecration of this sacred area.

Once again, **I do not support** building the Wahiawa/Whitmore pedestrian bridge. The bridge will impede upon my personal view of the North Kaukonahua stream and O'al'lu's tallest peak, my mauna, Ka'ala.

Me be aloha,



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From: Randy Ching <[makikirandy@yahoo.com](mailto:makikirandy@yahoo.com)>  
Sent: Sunday, June 21, 2020 6:07 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] In support of Wahiawa Pedestrian Bridge

Aloha Holly. I support the Wahiawa Pedestrian Bridge, 26 years in the making. I am a member of the Leeward Bikeway Steering Committee and I've been waiting for 25 years to get Phase 1 started (I think Phase 1 might get built starting this year).

So obviously I think multi-use paths are important. I wouldn't have given 13 years of my life to this project if I weren't so dedicated to it. Please help make the Wahiawa Pedestrian Bridge a reality. That would give cyclists on Oahu a major multi-use path— on the way to making Oahu more bicycle and pedestrian friendly.

Mahalo for your consideration.

Randy Ching  
Honolulu

From: Remy Luria <web@lurialaw.com>  
Sent: Sunday, June 21, 2020 6:53 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] I Support the Wahiawa Bridge

Dear Ms. Yuen,

I fully support the Wahiawa Bridge for pedestrians and bicyclists.

I commuted through Wahiawa from the country to town for over five years.

The bridge is needed.

For Wahiawa.

And to support the military for commuting and off-base recreation.

Mahalo for your consideration of my support.

Aloha,

Remy Luria  
The Luria Law Firm  
1003 Bishop St., Ste. 2700  
Honolulu, HI 96813

808.538.3800

From: Rick Davidson <rick.davidson08@gmail.com>  
Sent: Monday, June 15, 2020 6:16 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Active cyclist

I am an active daily cyclist. I support more cycling and safer streets for cyclists in Hawaii I want the Wahiawa Pedestrian Bridge built.  
Rick

Rick Davidson  
4664 Kahala Ave.  
Honolulu, Hawaii 96816

111 W. Beaver Creek Blvd Unit 3259  
Avon, CO 81620

Cell: 1-808-226-9478  
Email: Primary - rick.davidson08@gmail.com  
Email: Secondary - fredrickdavidson@me.com

---

From: Robert Moses <[robert@mosesrealty.com](mailto:robert@mosesrealty.com)>  
Sent: Monday, June 15, 2020 12:14 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support Wahiawa Bike/Ped Bridge

Resent with corrected name and addy:

Dear Holly,

- 1 My wife and I are in favor of this bridge and any improvements to pedestrian and biking safety and convenience.
- 2 We use the King St protected bike lane regularly.

Please see the attached screenshot.

Mahalo, Robert

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Spam filtering, so if no expected reply within 3 days, call  
Delivery confirmation upon opening  
Robert Moses, RB-14740, R, CRS  
Moses Realty (Sales & Property Mgmt)  
801 South St, #2103, Honolulu, HI 96813  
Phone 9am - 5pm daily Hawaii Time ([current time](#)), (808) 941-0191  
[Website](#)

## **Wahiawā Bike/Ped Bridge Project is in Jeopardy Without Your Support!**

Hawai'i Department of Transportation (HDOT) is proposing to construct a **shared use bicycle/pedestrian path** and 500ft long non-vehicular bridge between Whitmore Avenue and Wahiawā Town over the Ki'iki'i Stream **connecting Whitmore Village with the Wahiawā Town and Transit Center.**

At a meeting held in February HDOT informed the community that the goal is to award the contract to build the bridge by the end of June 2020 because the money to build the bridge expires at the beginning of the new fiscal year (July 2020). The Draft Environmental Assessment was published on May 23, 2020 and **requires all comments by June 22, 2020.**

Your support matters.

### **CORRECTED EMAIL CONTACT for HOLLY:**

**Contact Project Manager: Holly Yuen at [holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov) or  
(808) 692-7548**

to let HDOT know that you want the Wahiawā Pedestrian Bridge built. It does not matter where you live on O'ahu. We should work together to support every pedestrian and bicycle facility.



Error! Filename not specified.

From: Bub Wo <[bwo@csw.com](mailto:bwo@csw.com)>  
Sent: Monday, June 22, 2020 4:44 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support for Wahiawa pedestrian Bridge

I support the Wahiawa Pedestrian Bridge.

Robert Wo  
130 Dowsett Avenue  
Honolulu, HI 96817

From: Rob <rhauff@hotmail.com>  
Sent: Tuesday, June 16, 2020 7:08 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa pedestrian bridge

I support the building of a bridge by HDOT to facilitate pedestrian and bicycle traffic. Providing healthy, environmentally friendly transportation alternatives should be a priority for HDOT and this bridge will help provide connectivity on the island for non-automobile traffic.

Mahalo,  
Rob Hauff

Sent from my iPhone

From: Roger Au <[r1939au@gmail.com](mailto:r1939au@gmail.com)>  
Sent: Sunday, June 21, 2020 3:24 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian/Bike Bridge - Public Testimony

Holly,

I am a lifetime resident of Honolulu and former resident of Central Oahu. I strongly support the construction of the Wahiawa Pedestrian/Bike Bridge. As a civil/environmental engineer, I believe we need to continue to move towards a sustainable future. The bridge also significantly adds to the safety of people who walk and bike to school, shopping, recreation in the Whitmore/Wahiawa area. This project is well planned, with the preferred Cane St. route ending at Wahiawa Police Station for security, proximity to the Wahiawa Transit Center for public transportation convenience. The existing/current Kamehameha Hwy route is dangerous to walk or bike.

I join the many community organizations supporting this project.

Thank you,

Roger Au

(808) 256-7210

From: Roger Debreceeny <[roger.debreceeny@gmail.com](mailto:roger.debreceeny@gmail.com)>  
Sent: Monday, June 15, 2020 9:15 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawā bike bridge

Hi Holly

I am writing to express my support for the proposed bridge to Whitmore Village. I ride regularly to California Ave and the village from Aiea. Coming down Kam Highway to the traffic bridge and into Wahiawa is definitely not safe. I look forward to avoiding the highway and taking the new pedestrian/cyclist bridge.

Regards  
Roger Debreceeny

--

Roger Debreceeny  
Professor Emeritus  
University of Hawai'i at Manoa  
[roger@debreceeny.com](mailto:roger@debreceeny.com)  
Phone: +1 (513) 393-9393

From: Ron Kodama <ppline@hawaiiantel.net>  
Sent: Wednesday, June 17, 2020 11:43 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] re: Wahiawa Bike/Pedestrian bridge

Holly,

I'm a lifelong cyclist, long-time HBL member and Mililani resident. As a retiree, cycling is a favorite past-time and I split time riding on the road, at Patsy Mink Park, the Pearl Harbor bike path, and the Kalaniana'ole bike path.

I support the construction of the proposed Whitmore to Wahiawa shared bike/pedestrian bike path/bridge to provide another means of access to the Wahiawa Transit Center and commercial district for Whitmore village residents. The HBL-sponsored Zach Manago Memorial ride used to traverse Ki'i Ki'i stream and head north on Kamehameha Highway. This is an inhospitable route with high-speed traffic and narrow shoulders, and it must discourage many from making the commute between Whitmore and Wahiawa on foot or on bicycle, not to mention the distance involved.

I would definitely use the path to explore these neighborhoods on bicycle or on foot. The Hawaiian healing stone site, which I've visited by car, would be within cycling distance from Whitmore Village.

One concern I'd have is that mopeds should be banned from the path, or they should be separated from other commuters. Renegade riders and skateboarders occasionally use the Pearl Harbor path, and are a definite hazard to bike path users. Ilima rd. to Waipio Peninsula. access rd. is regularly used by cars/trucks to the detriment of cyclists and walkers/joggers alike. Safety must be a primary concern if usage of the path is to be maximized.

IMO, the proposed project will improve the quality of life for area residents, and provide a safe means for outsiders to traverse Ki'i Ki'i stream and explore these neighborhoods.

Aloha,  
Ron Kodama  
(808)282-1194

Sent from my iPad

From: Russell <rnkōga@yahoo.com>  
Sent: Monday, June 15, 2020 4:33 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

I am in support of wanting the Wahiawā Pedestrian Bridge built. It is an important component for safe cycling on Oahu. I was born and raised in Wahiawā and love the North Shore. The bridge would allow safe bike crossing for all to enjoy the ride to the North Shore. Please see that budgeted funds are spent on this project. This opportunity may never ever come again.

Thank you for your efforts.  
Russell Ogawa

From: Sarah Miyataki <[ssmiyataki@gmail.com](mailto:ssmiyataki@gmail.com)>

Sent: Monday, June 22, 2020 1:18 PM

To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>

Subject: [EXTERNAL] Bridge

Why! The bridge

We are totally against the bridge.

It will be used by homeless camp.

Instead of the bridge, they should consider building a road for in and out of Whitmore.

Thank You

From: Sarah Puhr <[sarah.puhr@gmail.com](mailto:sarah.puhr@gmail.com)>  
Sent: Monday, June 15, 2020 12:20 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Fwd: Wahiawā Pedestrian Bridge

Hi Holly!

Hope you are doing well and staying safe in these crazy times!

I am a resident of Kailua and writing to voice my support for the Wahiawā Pedestrian Bridge. Please award the contract to build this bridge before the budget expires so that we can make O'ahu a pedestrian and bicycle friendly place. Every step counts!

Thanks a bunch!

Best,  
Sarah Puhr

---

From: DOT ADMIN DOTPAO <[DOTPAO@hawaii.gov](mailto:DOTPAO@hawaii.gov)>  
Sent: Monday, June 15, 2020 9:33 AM  
To: Sniffen, Edwin H <[edwin.h.sniffen@hawaii.gov](mailto:edwin.h.sniffen@hawaii.gov)>; Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>; Chun, Karen <[karen.chun@hawaii.gov](mailto:karen.chun@hawaii.gov)>; Kennedy, Henry <[henry.kennedy@hawaii.gov](mailto:henry.kennedy@hawaii.gov)>  
Cc: Abcede, George <[george.abcede@hawaii.gov](mailto:george.abcede@hawaii.gov)>  
Subject: FW: [EXTERNAL] Wahiawa Pedestrian and Bike Brisge

FYI. First email on this project received in our general email box.

Aloha,

Shelly

---

From: Sharleen Andrade <[andradecdb2005@gmail.com](mailto:andradecdb2005@gmail.com)>  
Sent: Monday, June 15, 2020 9:30 AM  
To: DOT ADMIN DOTPAO <[DOTPAO@hawaii.gov](mailto:DOTPAO@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian and Bike Brisge

I urgently support this project. Making areas of the community accessible by all modes of safe transportation is vital..... walking or biking to from your home to services, stores, restaurants, grocery stores and places of employment should be the priority of all communities. Not everyone owns a car and or wishes to own a car so they choose other modes of transportation. In addition, why wouldn't our island community choose environmentally safe options, we all benefit.  
Support this project and MAKE IT HAPPEN!!!!

Aloha and Mahalo!!!!  
Sharleen Andrade  
Advocate for safe streets, clean air, green living.

Sent from my iPhone

From: Sheila Gage <[jsdrose@aol.com](mailto:jsdrose@aol.com)>  
Sent: Monday, June 22, 2020 10:41 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Aloha Holly,

I am born and raised in Wahiawa 58 years. I wanted to comment that I strongly oppose the proposed pedestrian bridge from Whitmore to Wahiawa. The bridge would create a additional problem for homeless, drug deals/access, and/or theft ease. The people it would be built to serve will not use it. Parents wouldn't allow their children to use it considering all the stuff going on with trafficking and so forth. I believe the money would be better used on other worthy projects whether it be in our community or not. If it could stag in the community it would be better used for repairing our roads, adding sidewalks, or even widening the existing route on Kam to make it safer for the travel along the main route that is not secluded, or would harbor a new access point for illegal activity.

Thank you for your time and consideration in this matter.

Sincerely,  
Sheila Gage  
808-489-2174  
[jsdrose@aol.com](mailto:jsdrose@aol.com)

From: Shugen Komagata <[sotohawaii@gmail.com](mailto:sotohawaii@gmail.com)>  
Sent: Saturday, June 20, 2020 2:42 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Brides

I support the Wahiawa Pedestrian Bridge. Shugen Komagata

--

Shugen Komagata  
駒形 宗彦  
Soto Mission of Hawaii  
1708 Nuuanu Ave.  
Honolulu, Hawaii 96817

---

From: Robert Moses <[robert@mosesrealty.com](mailto:robert@mosesrealty.com)>  
Sent: Tuesday, June 16, 2020 3:52 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: Sonny Lapenia <[sonnylapeniajr@gmail.com](mailto:sonnylapeniajr@gmail.com)>  
Subject: [EXTERNAL] Wahiawa Bike/Ped Bridge

Dear Holly,

My friend Sonny Lapenia sent me this:

On Mon, Jun 15, 2020, 8:41 PM Sonny Lapenia <[sonnylapeniajr@gmail.com](mailto:sonnylapeniajr@gmail.com)> wrote:  
Will send Holly a note regarding my support in anything being built (Wahiawa Bike/Ped Bridge) that would improve bicycle/pedestrian safety on Oahu.

My note to Holly did not go through. Perhaps you can forward my response to you on to her instead.

Sonny

**Error! Filename not specified.**

From: stan lum <[stannicken@yahoo.com](mailto:stannicken@yahoo.com)>  
Sent: Monday, June 22, 2020 1:32 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Pedestrian safety?

Aloha Holly Yuen,

Apparently, our government says a lot about pedestrian safety but doesn't do much.

I live near Punahou School, and it's embarrassing to see how sidewalks are so cracked and tilted that they cause trip hazards.

Even worse, many areas along Dole St. and Nehoa St. are missing sidewalks completely in front of certain addresses.

Yet, those are minor issues when compared to **the people of Wahiawa** who must walk alongside heavy traffic.

**They need a safe pedestrian/bicycle bridge.** Does someone have to get killed before action is taken?

These streets do not look like they are in a civilized city in the First World.

Mahalo,

Stanton Lum  
1831 Wilder Ave.  
Honolulu, HI 96822

From: Stephanie Van Duser <stephanievanduser@gmail.com>  
Sent: Monday, June 22, 2020 9:34 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] YES! Please build the Wahiawa Pedestrian Bridge

Dear Ms. Yuen,

I feel that walking or bicycling between Wahiawa town and Whitmore along Kamehameha Highway is very dangerous. Please build the pedestrian bridge before someone gets hurt! Thank you for your time and consideration.

Mahalo,  
Stephanie Van Duser

---

From: Sniffen, Edwin H <[edwin.h.sniffen@hawaii.gov](mailto:edwin.h.sniffen@hawaii.gov)>  
Sent: Tuesday, June 16, 2020 11:04 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: Fwd: [EXTERNAL] Fw: Testimony for Today's Agenda

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---

From: Jeanne Ishikawa <[jeannenb26@yahoo.com](mailto:jeannenb26@yahoo.com)>  
Sent: Tuesday, June 16, 2020 10:06:05 PM  
To: Sniffen, Edwin H <[edwin.h.sniffen@hawaii.gov](mailto:edwin.h.sniffen@hawaii.gov)>  
Subject: [EXTERNAL] Fw: Testimony for Today's Agenda

Email #2 of 3

----- Forwarded Message -----

From: Sterling Wong <[sterlingkiniwong@gmail.com](mailto:sterlingkiniwong@gmail.com)>  
To: [jeannenb26@yahoo.com](mailto:jeannenb26@yahoo.com) <[jeannenb26@yahoo.com](mailto:jeannenb26@yahoo.com)>  
Sent: Monday, June 15, 2020, 04:03:44 PM HST  
Subject: Testimony for Today's Agenda

Aloha,

Personal Testimony for Agenda Item VII 2. Presentation: Proposed Pedestrian Bridge from Wahiawa to Whitmore Village via Cane Street, Palm Street, or Koa Street

I am a resident of the Wahiawa Heights area submitting testimony in SUPPORT of the proposed pedestrian bridge project. The project will positively address the economic and social needs of our communities by providing a new opportunity to connect us together.

Mahalo nui for the opportunity to testify in support of this project.

From: Susan Essoyan <[susan.essoyan@gmail.com](mailto:susan.essoyan@gmail.com)>  
Sent: Monday, June 22, 2020 2:57 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] I support the Wahiawa Whitmore bridge

We need safe ways for adults and children to get around, whether biking or walking. A separate bridge would be safe, healthy, and good for the environment by reducing the need for car traffic.

Thank you!

Susan Essoyan

From: Suzanne Demars Canevari <[suzannecanevari@gmail.com](mailto:suzannecanevari@gmail.com)>  
Sent: Saturday, June 20, 2020 2:11 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Bike Bridge

Aloha,  
I support Wahiawa Bike Bridge.

Mahalo,  
Suzanne

---

From: [suzukis002@hawaii.rr.com](mailto:suzukis002@hawaii.rr.com) <[suzukis002@hawaii.rr.com](mailto:suzukis002@hawaii.rr.com)>  
Sent: Tuesday, June 16, 2020 8:21 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge Project

Ms. Holly Yeun,

When was the survey data taken? I live in Wahiawa for 70 years and did not take a survey for The Wahiawa Pedestrian Bridge Project. The first I heard of it was at the Whitmore presentation.

I would like to go on record, opposing The Wahiawa Pedestrian Bridge Project.

I would like to see you working on Kam Highway improvement from Whitmore Avenue to Leilehua Golf Course Road and Kunia Road from Wilikina Drive to Kunia Drive. Make it at least a four lanes, with left turn storage lane, bike lanes and sidewalks. Also, tell the military to set their guard shack back 1,000 feet inside their property at Santos Dumont Avenue, Kunia Gate, Foote Gate and Lyman Gate.

If you would like to discuss any of these topics feel free to call me at 808 621-6223.

From: Ted Adres <[adresfamily@gmail.com](mailto:adresfamily@gmail.com)>  
Sent: Sunday, June 21, 2020 1:30 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Bike/Ped Bridge Project

My nephew Zachary Manago was an advocate for safer streets for cyclists. His passion for riding as a means of transportation, as well as recreation, was greater than his fear of being hit by a vehicle. Never in his, nor my imagination, did we think he would ever be involved in a hit and run accident that would take his life. Ever since that day - December 17, 2010, our family and friends have been made aware of how many cycling and pedestrian accidents happen each year. It is important that the Wahiawa Bike/Ped Bridge project proceed, even if to save just one life - one life that is so precious to someone.

From: Theresa Taylor <[tutu.giraffe@gmail.com](mailto:tutu.giraffe@gmail.com)>  
Sent: Sunday, June 21, 2020 4:13 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Pedestrian bridge

Everyone has a right to safe roads.  
Please Kokua.

Mahalo  
Theresa Taylor

From: Terez Argoud <[terezargo@gmail.com](mailto:terezargo@gmail.com)>  
Sent: Monday, June 22, 2020 2:04 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Aloha Holly,

I have been working with the Department of Health in injury and violence prevention for most of my professional career. Traffic safety, including creating safe walkable, bikeable communities has always been a key strategy. Am now retired from DOH and remain heavily invested in supporting safe and healthy communities. I see in my own neighborhood the importance of safe walking and bicycling facilities.

Please support the proposed Wahiawa Pedestrian Bridge that has been in the planning stage for almost 25 years, and will contribute to the health and vitality of the Wahiawa community.

kind regards,

Therese Argoud, MPH  
3314 Woodlawn Dr.  
Hon, HI 96822  
386-7623

From: THOMAS W GERMAN <twgerman@aol.com>  
Sent: Monday, June 15, 2020 10:23 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa pedestrian bridge

Aloha Holly,

Pleas expedite its construction A.S.A.P. This is a great idea!

Mahalo.

Thomas German  
Honolulu  
Sent from my iPad

From: Tiari Ventura <[mextre81@gmail.com](mailto:mextre81@gmail.com)>  
Sent: Monday, June 22, 2020 6:34 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge Project

Aloha,

My name is Tiari Ventura and I would like to make an argument against the Wahiawa Pedestrian Bridge Project. This project will not be sustainable as proven by the roadways and Karsten Thot Bridge in the city. This bridge would not only end up being dilapidated in the future due to lack of maintenance but it would also be a breeding ground for the homeless as Karsten Thot bridge has been and would end up being more dangerous than useful. Please take these points and the city's budget into account when making this decision.

Mahalo.

Tiari Ventura  
8083713663

---

From: Dohm, Diane A <[diane.a.dohm@hawaii.gov](mailto:diane.a.dohm@hawaii.gov)>  
Sent: Tuesday, June 16, 2020 6:50 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: Todd Boulanger <[todd@bikesharehawaii.org](mailto:todd@bikesharehawaii.org)>; Sniffen, Edwin H <[edwin.h.sniffen@hawaii.gov](mailto:edwin.h.sniffen@hawaii.gov)>  
Subject: Fw: [EXTERNAL] 2020.06.15 BSH - HDOT - Wahiawā Bike/Ped Bridge Project - letter of support

Hi, Holly:

Please see the below letter of support from Todd Boulanger, Executive Director of Bikeshare Hawaii. I think your email address might be misspelled on his initial email to you, and I want to make sure that you receive this letter.

Be well,  
~Diane

---

From: Todd Boulanger <[todd@bikesharehawaii.org](mailto:todd@bikesharehawaii.org)>  
Sent: Monday, June 15, 2020 6:58 PM  
To: [holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov) <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Cc: Dohm, Diane A <[diane.a.dohm@hawaii.gov](mailto:diane.a.dohm@hawaii.gov)>; Sniffen, Edwin H <[edwin.h.sniffen@hawaii.gov](mailto:edwin.h.sniffen@hawaii.gov)>  
Subject: [EXTERNAL] 2020.06.15 BSH - HDOT - Wahiawā Bike/Ped Bridge Project - letter of support

Aloha Holy,

Projects like the Wahiawā Bike/Ped Bridge Project are key for the future mobility and health of communities outside of 'town'. Unless the Kam highway is closed to car traffic there is no other viable option but to construct alternative direct routes for pedestrian and bicycle (and scooter) traffic across this water barrier (and highway barriers).

Bicycling is so much more logical in compact small town communities, as a mobility choice where transit service is less than convenient. (For example, a cycling trip using this new link could be as fast as a driving trip!) And active transportation is a much more important health resource for communities like Wahiawā that have a higher population

proportion of kupuna and keiki that desire personal mobility AND gain greater health rewards being active earlier and later in life.

Furthermore, this multimodal connection will have such great value for improved access between Whitmore's [and future development] residential areas and Wahiawā's retail and services, as this could keep the retail focus in Wahiawā town versus in new highway oriented developments...that would create regional traffic congestion. Plus this bridge could make Wahiawā one of the greatest safe routes to high school too...on Oahu!

Your efforts on this project will be life changing for many! Thank you for your work.

Mahalo,

-Todd (aka Mr. Biki)

Todd Boulanger, MURP  
Executive Director  
Bikeshare Hawaii  
[www.GoBiki.org](http://www.GoBiki.org) | Facebook | Instagram | Twitter  
808.465.1430 | 529 Koula St, Bay 2, Honolulu, HI 96813

From: Todd Taniguchi <[ttaniguchi@gmail.com](mailto:ttaniguchi@gmail.com)>  
Sent: Monday, June 22, 2020 1:44 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support Wahiawa pedestrian bridge

Thank you for considering this

Todd Taniguchi

---

From: Tracey <[tkscott@hawaii.rr.com](mailto:tkscott@hawaii.rr.com)>  
Sent: Monday, June 15, 2020 3:27 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Ms. Yuen,

Regarding the proposed Pedestrian Bridge, I cannot voice enough support for this project. As a cyclist who bikes to work from Wahiawa to NCTAMS several times a week, the only real area of concern on the commute is the Karsten Thot Bridge. A pedestrian bridge would be a godsend for the commute for many people in my situation. I also suspect it would really promote closer ties between Whitmore and Wahiawa, offering a safer, easier way to move between them without motor-vehicles, leaving the existing vehicle bridge for that purpose.

Thank you for the opportunity to comment on the project.

Tracey Scott

From: Travis Schmidt <travis.schmidt24@gmail.com>  
Sent: Monday, June 15, 2020 6:24 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Support for WAHIAWA PEDESTRIAN BRIDGE PROJECT

Aloha Holly,

I just wanted to let you know that I support the project to go forward. I got an email from HI bicycle league informing that it was in jeopardy of being canceled. Is that true? I really believe this project would positively impact the community and please continue with completing the project.

Thank you,  
Travis Schmidt

Sent from my iPhone

From: Tray Spilker <[tray.spilker@hawaii.edu](mailto:tray.spilker@hawaii.edu)>  
Sent: Monday, June 15, 2020 12:14 PM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Support for Wahiawa Pedestrian Bridge

Dear Holly/HDOT

I am writing to voice my support for the construction of the Wahiawā Pedestrian Bridge. I believe it contributes to a better life on Oahu in many ways. First, given the splendor of our island, it should be enjoyed by bike or by foot whenever possible. This will be encouraged with the presence of a shared use bike/ped path between centers of living and transit. Second, by choosing to use the path for transit, citizens that would have otherwise driven, will reduce the carbon footprint on Oahu and **lead to improvements** in overall public health. Last, the path may save lives directly for those who must walk and the drivers who may not see pedestrians and cyclists on Kamehameha Hwy.

Best,  
Tray Spilker  
Assistant Professor of Finance  
University of Hawai'i at Mānoa | Shidler College of Business  
2404 Maile Way, E-601k | Honolulu, HI | 96822  
+1.808.956.8738 | [Web](#) | [Zoom](#)

From: [trudymaile@gmail.com](mailto:trudymaile@gmail.com) <[trudy.maile@gmail.com](mailto:trudy.maile@gmail.com)>  
Sent: Monday, June 15, 2020 11:55 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Fwd: Wahiawā Bike/Ped Bridge Project

Confirming my telephone call (original email misspelled first name), please proceed with construction of this bridge for the safety of pedestrians and bikers alike. Bicycle usage has increased tremendously in the past 10 years, with the availability of Biki bicycles for rent, and health conscious local residents who use bicycles both for recreation and to commute. We shouldn't have to fight so hard to make this island bicycle friendly!

Trudy Horimoto

From: Warren Hayama <thewief@gmail.com>  
Sent: Saturday, June 20, 2020 7:22 PM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Wahiawa Pedestrian Bridge

Please support the bridge!

Warren Hayama

Sent from my iPad

## **Wahiawa Community & Business Association**

Recipient: Holly Yuen

Letter: Greetings,  
Wahiawa Pedestrian Bridge

# Signatures

Name	Location	Date
Keoni Ahlo	Mililani, HI	2020-06-20
Paul Klink	Honolulu, HI	2020-06-20
Kaina Kauahi	Kaneohe, HI	2020-06-20
Gwyn Kesler	Hyattsville, US	2020-06-20
Paul Kobayashi	Waipahu, HI	2020-06-20
Glen Luecke	Mililani, HI	2020-06-20
Pat Miyashiro	Phoenix, AZ	2020-06-20
Patrick Schmidt	Turlock, CA	2020-06-20
Vickie Shiroma	Mililani, HI	2020-06-20
Robert Bontog	Ewa Beach, HI	2020-06-20
Joseph Ho	Ewa Beach, HI	2020-06-20
James Enoka	Honolulu, HI	2020-06-20
JENNY YAMAMOTO	Wahiawa, HI	2020-06-20
Kristian Naluai	Kailua, HI	2020-06-20
Piilani Kanekoa	Honolulu, HI	2020-06-20
Joy Rafael	Mililani, HI	2020-06-20
Rusty Vierra	Ewa Beach, HI	2020-06-20
Denise Tamanaha	Mililani, HI	2020-06-20
Sheila Morgado	Wahiawa, HI	2020-06-20
Jill Park	Kaneohe, HI	2020-06-20

<b>Name</b>	<b>Location</b>	<b>Date</b>
Liv Turner	Wahiawa, HI	2020-06-20
Bernie Salvador	Honolulu, HI	2020-06-20
Nahoku Ahlo	Mililani, HI	2020-06-20
Rene Mansho	Mililani, HI	2020-06-20
Darin Uesugi	Wahiawa, HI	2020-06-20
Duncan K. Osorio	Wahiawa, HI	2020-06-20
Lei-shell Duque	Ewa Beach, HI	2020-06-20
Jennifer Soriano	Honolulu, HI	2020-06-20
Lilette A Yamamoto Subedi	Whitmore Village, Wahiawa, HI	2020-06-20
Billie Hepa	Las Vegas, NV	2020-06-20
Micah Cabagbag	Wailuku, HI	2020-06-20
KJ Ahlo	Norwalk, CA	2020-06-20
Elua Bruns	Honolulu, HI	2020-06-20
Josephine Askew	Wahiawa, HI	2020-06-20
Ariana Paahana	Honolulu, HI	2020-06-20
Sara Docktor	Chino, CA	2020-06-20
Manu Laumatia	Santa Ana, CA	2020-06-20
Kayla Pattle	Mililani, HI	2020-06-20
Sarah Negri	Ewa Beach, HI	2020-06-20
Paige Ahlo	Mililani, HI	2020-06-20
Natalie Magbaleta	Mililani, HI	2020-06-20
Alyssa Espiritu	Waipahu, HI	2020-06-20

<b>Name</b>	<b>Location</b>	<b>Date</b>
Lynn Kuuipo	US	2020-06-20
Miriam Olivas	Ewa Beach, HI	2020-06-20
Juvielyn Figueroa	Wahiawa, HI	2020-06-20
Isabel D	Lomita, CA	2020-06-20
tabitha goldman	San Bruno, CA	2020-06-20
Brandon Askew	Mililani, HI	2020-06-20
kristine mae dela Cruz	Garden Grove, CA	2020-06-20
Valerie Soliven	Garden Grove, CA	2020-06-20
Napu San Nicolas	Ewa Beach, HI	2020-06-20
Carlos Orona-Frias	Honolulu, HI	2020-06-20
Bob Riveira	Marysville, WA	2020-06-20
Angel Delgado	Wahiawa, HI	2020-06-21
laisha delgado	Wahiawa, HI	2020-06-21
Miranda O'Hare	Mililani, HI	2020-06-21
Trent Cayetano	Honolulu, HI	2020-06-21
John Karlo Yutob	Wahiawa, HI	2020-06-21
Katherine Paterno	San Diego, CA	2020-06-21
Jeremy Dunaway	Honolulu, HI	2020-06-21
Jasmine Olmos	Honolulu, HI	2020-06-21
Kayla Tabisola	Kapolei, HI	2020-06-21
FKN Princess	Mililani, US	2020-06-21
Ashley Medina	Severn, MD	2020-06-21

<b>Name</b>	<b>Location</b>	<b>Date</b>
Jose Chuy	Delray Beach, US	2020-06-21
Stacy Torres	Honolulu, HI	2020-06-21
Tracey Natividad	Wahiawa, HI	2020-06-21
sean galmon	Las Vegas, NV	2020-06-21
Kahailani Neufeldt	Mililani, HI	2020-06-21
Arlene Askew	Madison, WI	2020-06-21
Michele Baldovi	Honolulu, HI	2020-06-21
Daniel Farrow	Las Vegas, NV	2020-06-21
Tanya Ahina	Mililani, HI	2020-06-21
Ruby Chai	Mililani, HI	2020-06-21
Greg Natividad	Wahiawa, HI	2020-06-22
Veronica Van Houten	Wahiawa, HI	2020-06-22
Lorraine Patricio	Wahiawa, HI	2020-06-22
Jeffrey Alameida	Waialua, HI	2020-06-22
Paige Ahlo	mililani, HI	2020-06-22
Mackey Rivera	Honolulu, HI	2020-06-22
Arlene McCormack	Wahiawa, HI	2020-06-22
Kimo Nichols	Wahiawā, HI	2020-06-22



# WAHIAWA

Community Based Development Organization (WCBDO)

PO Box 861191, Wahiawa HI 96786      wahiawacbdo.org

June 18, 2020



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Randal Urasaki  
WSP USA Inc.  
1001 Bishop Street, Suite 2400  
Honolulu, HI 96813

## TESTIMONY: IN SUPPORT of the Wahiawa-Whitmore Pedestrian Bridge

Aloha,

Wahiawa Fresh! is a grassroots, community non-profit that works to improve Wahiawa through economic development. We have been working with Wahiawa's businesses and residents to build interest in and support for the state's diversified agriculture plan and associated projects in Wahiawa. In particular, we are very supportive of the addition of the Pedestrian Bridge between Whitmore Village and Wahiawa Town.

- 2 We believe the pedestrian bridge will (literally) better connect the two communities with an alternative to just driving-- encouraging residents to walk and bike, enhancing access to central Wahiawa businesses and services, and supporting the Whitmore Agriculture Hub. It will also showcase the rural, natural beauty of Wahiawa to visitors and residents alike.
- 3 The bridge will add a safe route to schools and a walkable focal point that will bring wellness and recreation to our community. It can also be a reasonable attraction for visitors, one that brings limited visitors to learn about our community's rich history and beautiful surroundings.
- 4 We are aware of the concerns of some residents that the bridge will foster homelessness and criminal activity. These are valid concerns; however, we believe that the benefits of the project far outweigh these obstacles, which, with creative collaboration can be addressed. Wahiawa Fresh!, along with other community groups stand ready to work with residents, police and businesses to positively ensure the success of the bridge.
- 5 The benefits of the bridge to the economy and the improved livability of the community are part of a measured, responsible change for Wahiawa. We urge the continued development of the Pedestrian Bridge project and look forward to working to find ways to support its success.

Thank you for the opportunity to comment.

Sincerely,

Darin Uesugi  
Board Vice President  
Wahiawa Community Based Development Organization  
dba Wahiawa Fresh!



utopia  
design + photography

1755 Glen Avenue  
Wahiawa Hawaii  
96786

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HONOLULU HI 968

22 JUN 2020 PM 2.1



Randal Urasaki  
WSP USA Inc.  
1001 Bishop St., Suite 2400  
Honolulu, HI 96813



96813-369500



From: William Schwab <wpschwab@gmail.com>  
Sent: Monday, June 15, 2020 10:29 AM  
To: Yuen, Holly <holly.yuen@hawaii.gov>  
Subject: [EXTERNAL] Fwd: Support for Wahiawa Bike Bridge

>  
> Greetings,  
> I am a regular bike commuter and I support all measures to make Oahu and all of Hawaii more bike-friendly.  
>  
> Please advise how I can assist further or if I can sign a petition.  
>  
> Respectfully,  
> Bill  
>  
> William P. Schwab  
> 808-386-3727  
>  
> Sent from my iPhone

From: Yun Yi <[yun.yi@homeintheislands.com](mailto:yun.yi@homeintheislands.com)>  
Sent: Monday, June 15, 2020 11:50 AM  
To: Yuen, Holly <[holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov)>  
Subject: [EXTERNAL] Fwd: Oahu Needs the Wahiawā Pedestrian Bridge built.

Aloha Holly!

As an local mom, avid cyclist, and realtor that has been all over the world and have seen pedestrian friendly cities flourish, we as a state have to understand that there is more to building than just concrete jungles. We have to plan for human foot/bike/anything but car traffic and understand that these areas promote wellness and safety for those in that community and for everyone on the island. We need to make better choices for this island and this is just one of the ways in order to do that outside of Honolulu. Please make sure the Wahiawa Pedestrian Bridge is built. Thank you!

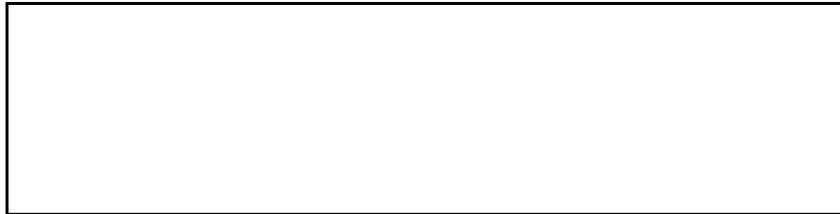
**Your Personal Broker Realtor,**

**Yun Yi (R) RB-22492**

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**Cell: (808) 781-7847**



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